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TakingItEasy

An inmate suffered a near-fatal concussion from being roughed up by two inmates. So what, it probably happens all the time you say? But this one has a different slant. It seems the inmate had **a pet spider** who disappeared one day. And he accused another inmate of taking it and renaming it "Pinky." The "new" owner of Pinky said that he had purchased the spider fair and square and he had to go after the "original" owner because Pinky "told" him to.

For 12 days a Yugoslav performance artist confined herself to three raised desks at a New York City gallery where she denied herself all **external stimulation** (except being stared at by visitors), exsisting on water and carrying on all bodily functions in full public view. Why? She said it was to heighten her senses so that she and the audience could efficiently transmit energy between them. (Previously, for the same purpose, she and a partner sat at ends of a long table for seven hours, not moving and trying not even to blink.) Wow. I think I dated her.

From our "Boobs on Display" file: A woman in Hong Kong complained that an official at Hong Kong's Central Library had demanded that she **stop breastfeeding** her child in public. The reason? Signs posted at various places in the building that said, "No Food or Drinks."

A woman picketed a Roman Catholic Diocese over an alarming crisis: She believes that for six years she has been possessed by from one to **19 demons**, yet the church will not assign her an exorcist which she says is "unpardonable neglect." Among her signs: writhing, speaking in tongues, and having her eyes move "without my permission."

Haven't we all had days like this? A guy who had served 20 years in prison for a bank robbery is apparently becoming even less competent with age. He was arrested and charged with robbing another bank and fled with the stash while $100 bills were falling from his pockets. Then he realized as he got to his getaway car that he had **locked the keys inside.** He grabbed a log to smash the window but tossed it away in frustration only to have it hit another guy's truck which pissed off the other guy mightily. So the other guy grabbed a gun and chased the robber. In a struggle the robber shot the other guy but hit himself in the leg just before the other guy shot the robber in the same leg. Yeah, that happened to me once.

Here's a candidate for the annual Stella Award. [The Stellas are named after 81-year-old Stella Lieback who spilled coffee on herself and successfully sued McDonald's. That case inspired **the Stella Awards** for the most frivolous successful lawsuits in the U.S.] A man purchased a brand new 32-foot Winnebago motor home. On his first trip home, having driven onto the freeway, he set the cruise control at 70 mph and calmly left the driver's seat to go into the back and make himself a cup of coffee. Not surprisingly, the R.V. left the freeway, crashed and overturned. He sued Winnebago for not advising him in the owner's manual that he couldn't do this. The jury awarded him $1,750,999 plus a new motor home. The company actually changed their manuals on the basis of this suit, just in case there were any other morons buying their recreation vehicles. We'll bring you more Stella award candidates down the road.

A 7-year-old boy stole an SUV and crashed into several things. After the police and his guardian tried to explain to him why **stealing cars was wrong,** he stole another one and hit another vehicle, injuring a boy riding with his mother. His explanations respectively were, "I want to be a good driver when I grow up" and "I just had to get to school and I don't know where it is."

A guy was acquitted of the charge of, using ordinary pliers, he pulled out 18 of his girlfriend's teeth, leaving her covered in blood. But when the girlfriend took the witness stand, she admitted that she pulled the teeth out herself during an **April drug binge** during which she tried to get rid of a green and pink fly that had darted down her throat. The court said that the couple has decided to stop doing drugs. (That'd probably be best.)

A woman filed a lawsuit seeking compensation for injuries she suffered when she tripped over an orange traffic cone. The lawsuit was dismissed. The judge said the law does not expect anyone to **warn people** that there's a warning cone up ahead.

Fresh from our "Slow Race" Department: We've heard of people making a wrong turn and for some reason they just kept going. Well, an 80-year-old woman who had planned a **10-mile shopping trip** made a wrong turn and found herself 250 miles out of her way and—now listen to this one—it took her 48 hours! That's some pretty slow driving; do you think she might have stopped for a nap here and there?

Now here's an inventive man. When a police officer responded to a 911 call, the only information she had was that someone called to report that his father wasn't breathing. The dead man was **found face down** on the couch, naked. When he was rolled over to check for a pulse, burn marks around his genitals were seen. After the ambulance arrived and removed the man, who was declared dead on arrival at the hospital, the police made a closer inspection of the couch and noticed that the man had made a hole between the cushions. When they flipped the couch over, they discovered what had caused his death. Apparently, he had a habit of putting his penis between the cushions, down into the hole and between two electrical sanders (with the sandpaper removed, for obvious reasons). According to the report, after his orgasm the discharge shorted out one of the sanders, electrocuting him. (What a rush!)

Important laws to know: There's a law on the books in Clinton, Oklahoma, that says molesting an automobile is illegal. It's a state law in Minnesota that people crossing state lines with **a duck on top of their heads** is illegal, and just so the ducks don't feel put-upon, it's also against the law to enter Wisconsin with a chicken on your head.

And we leave you with these thought-provoking words: Be really good to your **family and friends.** You never know when you are going to need them to empty your bedpan. Right on!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 360 • JUNE 2003

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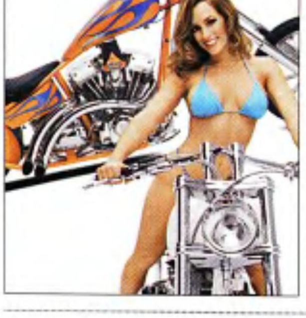

Tony Battagello's Riff Raff Custom shot by Mike Chase. Lucy L'Vette with Biker Blvd's Spike shot by Aaron Stevenson. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale June 10th, 2003. **Printed in the USA.**

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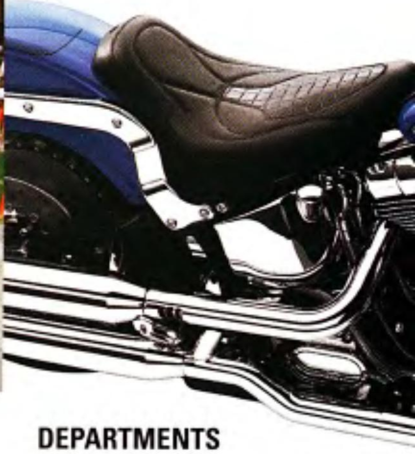

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WordMonger

Reminiscing

I turned 51 this year. Last month my friend Don Winter died. He was building a 1970s-style chopper. In his back room sits a beautiful yellow tank and frame with chrome springer, wheels, pipes, and shovelhead parts laying all over the floor.

For 15 years, in the '70s and '80s, our lives were consumed with building and riding Harleys all over the western states. Then work, families, and life pulled us away from that way of living.

At 50 years of age I think we both said, "hold everything." Don added a couple of fine tattoos and started building the bike he still dreamed about. My wife and I went down and bought a new Fat Boy. We put 6,000 miles on her this year and feel "born again."

I wish I could have gone on one more ride with my friend. But when I'm missing him, I think about times like the night we sat on the side of the road at the edge of the salt flats. We'd ridden all the way across the state of Nevada that day and home was still 100 miles away. Dog tired, Don grins at me and says, "Come on, bud, let's blast across this muthafucker." And roaring out after him, I can't think of a time I felt more alive.

Here's a photo of the bike I rode—now long deceased.

Kim Henderson
West Valley, Utah

Thanks for sharing that with us, Kim. We hope the road before you is long and true.

Kim Henderson, reminiscing...

Top Priority

During the '70s and '80s I owned about a dozen different bikes—mostly Hondas and Kawasakis but never a Harley. Back then Harley motorcycles were known for being high-maintenance machinery.

Within the last couple of years I have really taken on a different outlook and bought my first Harley, a Night Train, in November 2002. I Love It! There's nothing like riding a Harley.

The point to this story is that three weeks after I bought the bike, my wife and I had to make a quick trip to Pennsylvania, and in the mad rush to get there (we live in Houston) the security of my bike was a concern. I don't have a garage so I keep the bike under lock and key in a utility shed about 100 feet from my house. I asked my cousin if she

would mind letting me store the bike in her garage while I was gone and she obliged.

Upon returning from Pennsylvania my wife and I drove to my cousin's to pick up my bike only to see the garage door open and no Harley in sight. You can only imagine what was going through my mind! I knocked on the door and her husband yelled to come in. When we walked in, there sat my Harley. He laughed and told me that since it had been cold and rainy, he felt it was his duty to further protect it—what a guy!

Mark Orme
Houston, Texas

A Bored Reader Speaks Up

I can't take it any more and want to express my disappointment with the lack of variety of the feature bikes. Actually, disappointed is the wrong word, bored is more appropriate. Bored with the lack of character and soul. Bored with the same old shit.

Take the recent March 2003 issue for example. Four boring literations of the same theme. Four boring examples of superficial flash and gaudiness. Shaun Harrington missed the mark when he said the theme of his bike was to offend. Hell, by the time I got to the spread on his bike, I was too bored to be offended. No disrespect to Shaun or the other bike builders, but to me his bike and the previous three were just cosmetic alterations of the same style. Yawn.

How about some features of vintage pans and shovels. Maybe a bagger here and there. I'm tired of seeing the same rendition of ugly customs with stretched frames, monster motors, 3-inch belts, too much billet shit and 250 tires.

Falling Asleep
Winthrop Harbor, Illinois

Geez, we're really sorry you're so damned bored, Mr. Falling Asleep. Maybe you could wake yourself up by building a righteous chopper yourself instead of raggin' on other builders. You want more pans and shovels? We can dig it. In fact there's a wild pan in this very issue. We can't wait to see photos of your primo custom ride.

Which Way Did They Go?

In response to the "Lil' Sturgis" article in the March issue, you can't get there from anywhere if you look for it at the Cook County Fairgrounds. However, a damn fine time can be had by all if you go to the Union County Fairgrounds where the rally is held every July! It's on Highway 109, and if you still can't find it, just stop and ask someone or follow the bikers. Be sure to come a week or so early if you want a good camping spot.

I'd also like to give a loud "Hell, yeah!" and a big thumbs up to L'il Sis (appeared in "Wordmonger"-same issue) who has it right. A whole lot of us would rather see "natural" biker women than a bad boob job. This comes from a bro who hasn't seen a real boob in three years.

Rick "Dutch" Strode
Burgin, Kentucky

It takes all kinds of boobs to make the world go 'round. If ya want proof just look in the White House.

A Response

I want to respond to a couple of letters in the March '03 issue.

The first was from David Prestigiacomo ("Remember the Brotherhood"). I'm not old enough to have been around to see what it used to be like, but I can tell you the brotherhood is still here. I've just recently started riding Harleys instead of rice rockets. Back when I was riding rice rockets, I would still get the thumbs up from every biker I passed. The unity in bikers is still alive and as strong as ever. There are just more bikers and different kinds of bikers than there used to be.

The second letter was from Thomas A. Gnagey ("An Unhappy Rider"). All of us need to stick together when it comes to our bros getting hurt or killed on bikes. Covering it up is something we can't let happen. Don't worry, Thomas, we're still behind you on this.

Big Dave
Marion, Ohio

Right on, brother

Hot V-Rods

I was blown away by the custom V-Rods in your April issue. The Cop and Fire Rod were cool, as was the green V-Rod. The guys up in Seattle at Downtown Harley are always doing something wild. I live up in Everett, Washington (not too far away). How do I get in touch with DH-D?

Bad Brucey
Kirkland, Washington

Give master builder Brian Mitchell a call at 206-243-5000.

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"THE WRENCH" COMES UP WITH ANOTHER TROPHY TAKER

THE WINNER!

Brad Ruel is a familiar face on our Easyriders Bike Show circuit. With results, too. So far his bikes have won three first-place trophies, a couple of People's Choice awards, and a Best of Show. Not bad for a little family run shop that Brad, aka "The Wrench," and his wife, Karen, run out of their hometown of Tampa, Florida, huh? This blue and white swirled-graphics chop is Brad's latest, and it's also the last bike he'll ever have to buy a frame for; The Wrench is now making and marketing frames and even rolling chassis packages. More on that a little later.

"This time I just wanted to build myself a bad and beautiful chopper," says Brad. He certainly did that, putting together one surgically clean bike. Everything is run internally, all the wires and lines routed inside the Rolling Thunder frame and Brad's own handlebars. The bike uses a single-sided swingarm, too, "about the cleanest look going in the industry right now," Brad feels, and one that sure gives folks a good look at the RC Components Sabre wheels, especially the rear one. Brad picked them "to go with the swirlie paint job I had planned, a sort of flowing thing." Brad planned on the Legend Air-Ride suspension all along, too, "and you can drop this sucker smack down onto the tire."

More careful planning kept the bike smooth and rounded everywhere. There are no points or sharp edges. As savvy builders know, it's important to pick a theme like this and stick with it, "and these days," says Brad, "that's getting hard

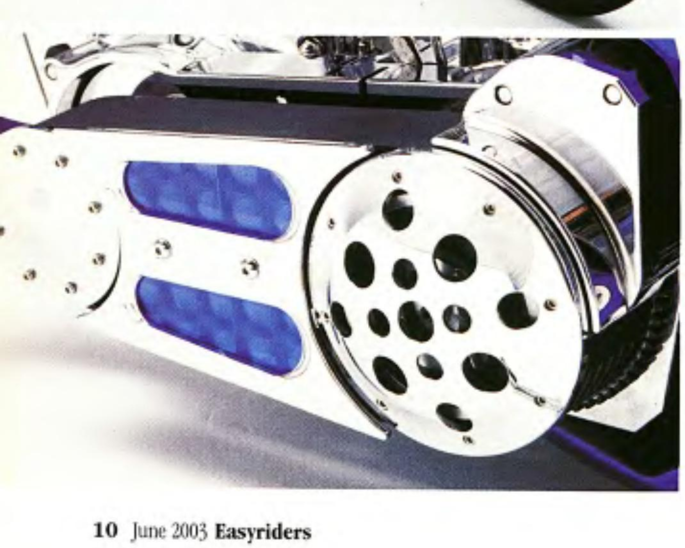
to do." Say what? "There's just so much good-looking hardware out there," he explains. "It's easy to want it all and get led astray." No problems choosing some of the parts for this bike, though, like those handlebars and the exhaust system; Brad built 'em both. He made the top motor mount, too.

This bike has been finished, winning shows, and on the road for about a year now. There are more than 10,000 street miles on this trophy taker, too, with Brad riding it "practically every day." Which is the case with most everything coming out of this shop. While The Wrench turns out bikes that are obviously knockout show winners, he builds them to be mechanically sound, too. "They have to be able to be ridden, or what's the point?" he asks. "I probably put 2,000 miles on this one at Sturgis alone." Brad says it took him only about four months to complete this bike, and he's just sold it, making room for his next one, a rigid.

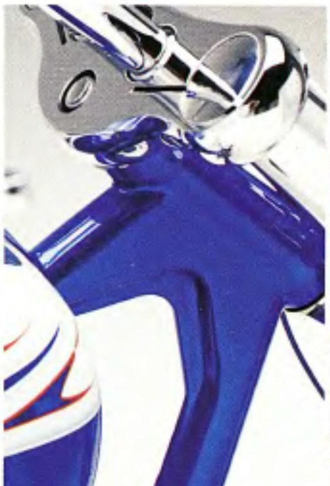
Besides that new rigid, The Wrench has about six other bikes going together right now, too, not counting all the frames and rolling chassis packages on order. "Fact is, I'm trying to steer people away from having me build the bike," says Brad. "I'd rather sell them a Rolling Chassis Deluxe and let them assemble the ride themselves. They'll save money that way, too." Makes sense, since Brad's Rolling Chassis Deluxe comes with everything, all the wheel spacers in place, all the custom bodywork done, and it gets delivered fully assembled missing only its engine and transmission.

While The Wrench has only been open for a short time now, you'd never know it looking at the trophy shelf. Brad's been into motorsports all his life, though, starting off dirt-bike racing as a kid. Only now, along with Karen and a little assist from Jason Boussem and Bobby Justice, two young guys still in tech school who come in most evenings to help out, learn the ropes, and get hands-on experience, that hobby has become a business. An award-winning one, at that. You can reach Brad at 813-248-4443.

—Joe Kress



TAMPA, FLORIDA



Owner: Brad Ruel
City: Tampa, Florida

General
Fabrication: The Wrench
Year and make: 2002 Wrench Custom
Model: Big Poppa
Assembly: The Wrench
Time: 8 months
Chroming: S&H Plating

Engine
Year/model: 2002 Patrick Racing
Rebuilder: Patrick Racing
Ignition: Dyna
Displacement: 113 cubic inches
Lower end: S&S
Balancing: Patrick Racing
Pistons: Patrick Racing
Cases: Patrick Racing
Heads: Patrick Racing
Cam: S&S
Lifters: JIMS
Carb(s): dual Mikuni
Air cleaner: Rivera
Pipes: The Wrench:Nitro Pipes

Transmission
Year: 2002 RevTech 6-speed
Shifting: suicide
Engine sprocket: 48-tooth
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth

Paint
Molding: Pirate
Painter: Bryan List
Color/type: blue-pearl white/ House of Kolor
Special paint: chrome inlay

Frame
Year: 2002
Builder: Rolling Thunder
Type: softail-style
Rake: 45 degrees
Stretch: 8 inches up/4-inches out
Modifications: custom panels

Accessories
Bars: The Wrench, Daytona
Fender(s): The Wrench
Headlight: Headwinds
Taillight: The Wrench, LED
Pegs: Excel
Electrics: The Wrench
Gas tank: The Wrench
Oil tank: Rolling Thunder
Oil system: TP Engineering
Primary cover: Chrome Specialties
Seat: Ackerman
Mirrors: Paul Yaffe Originals
Grips: Paul Yaffe Originals

Forks
Type: inverted wide glide, 63 mm
Extension: 10 over
Builder: Spyke

Wheels
Type: RC Components
Size: 21-inch front/18-inch rear
Tires: Metzeler
Brakes: Excel
Photos: Mike Chase

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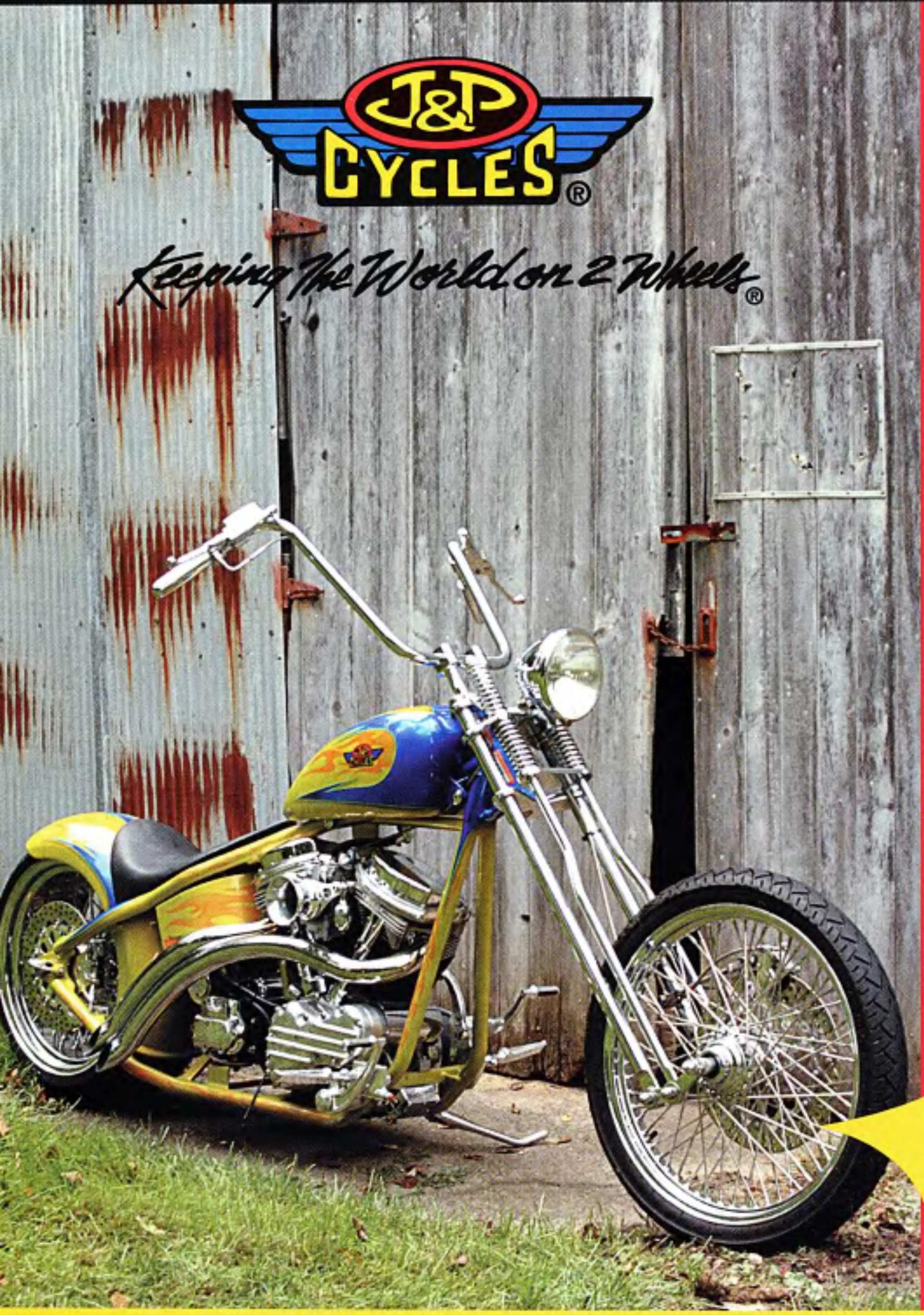

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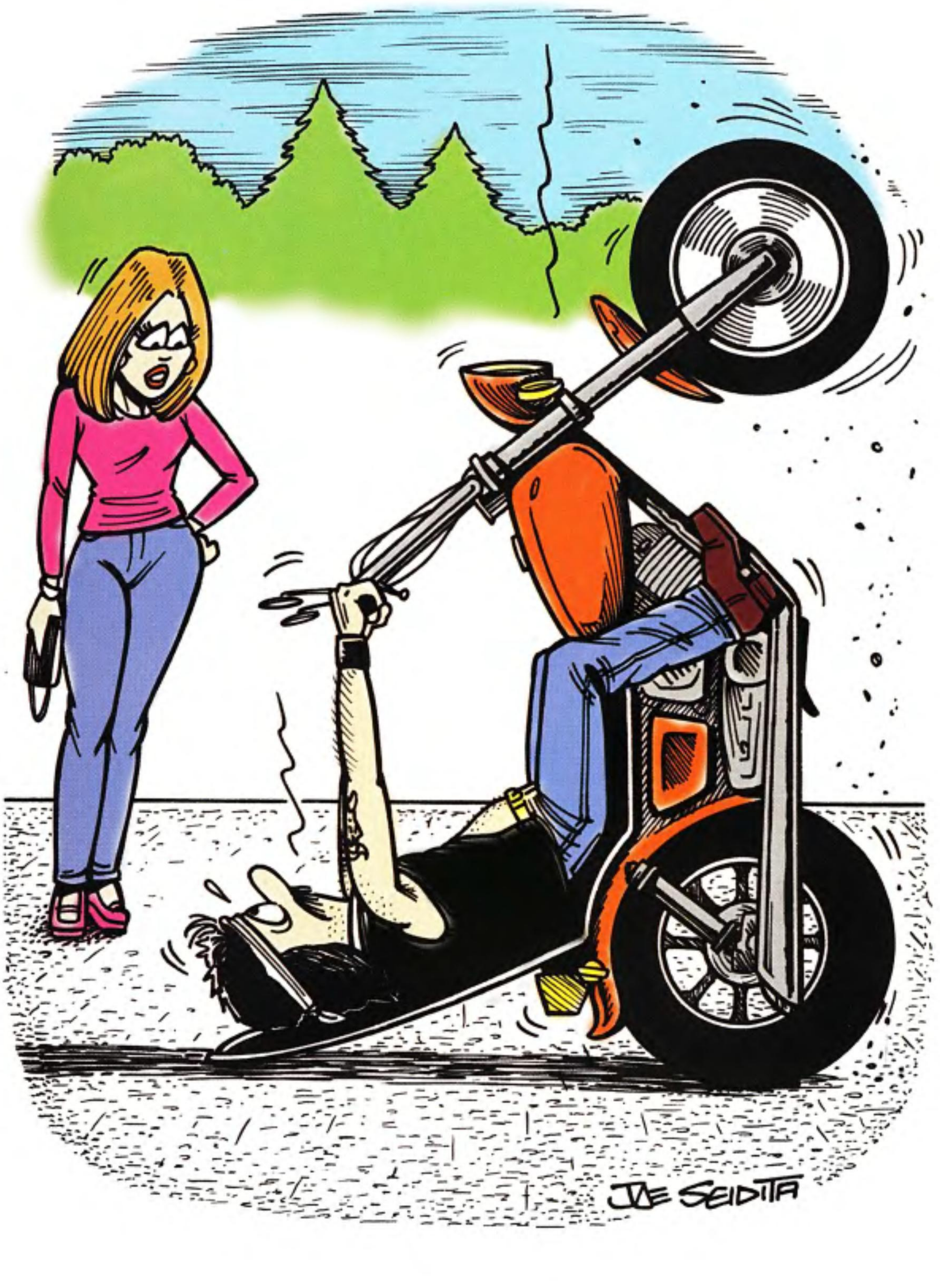

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LA Choppers Gas Tanks

These bolt-on motorcycle gas tanks are fabricated from heavy-gauge steel by L.A. Choppers in California. They feature a right-side petcock with a 22mm bung and come with mounting tabs and brackets as well as Hot Match pop-up gas caps.

The tanks are available in various styles and retail for $1,199.99. All fuel tanks should be test fitted, pressure tested, and pre-sealed before painting.

See your Custom Chrome and Chrome Specialties dealer for fitment details and specifications or consult your catalog for further information. Or visit them on the Internet at www.customchrome.com.

Deuce-Style Handlebar Risers

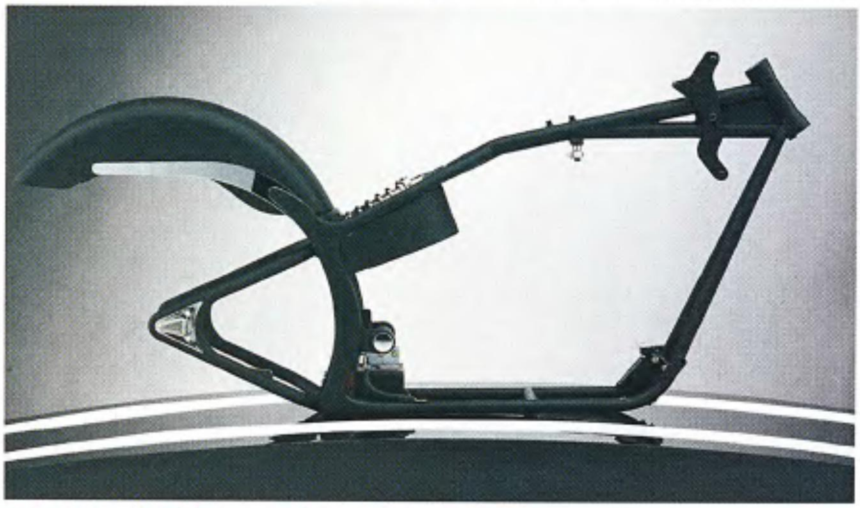
These handsome handlebar risers from Drag Specialties are 5.5 inches tall with 3.5 inches of pullback. They replace OEM No. 56033-00 and are sold in pairs, retailing at $61.95

The handlebar control cover kit retails for $52.95. For more information, click on www.dragspecialties.com or contact your Drag Specialties dealer.

Replacement Forks For Deuce Applications

Look no further for Harley-Davidson Deuce replacement forks than Midwest Motorcycle Supply. These fork tubes and lower legs for the FXSTD Deuce feature single disc brakes for 2000 and later applications. The fork tube assembly is stock length with a 24 1/4-inch tube. Midwest also carries forged and chromed replacement fork clamps. Midwest Motorcycle Supply points out that these were designed to replace 2000 and later Deuce fork clamps and can actually be used with any model year 41mm fork tube assemblies. They come with chrome pinch bolts.

Call Midwest Motorcycle Supply at 636-296-2200 for a dealer near you or log on to www.midwest-mc.com.



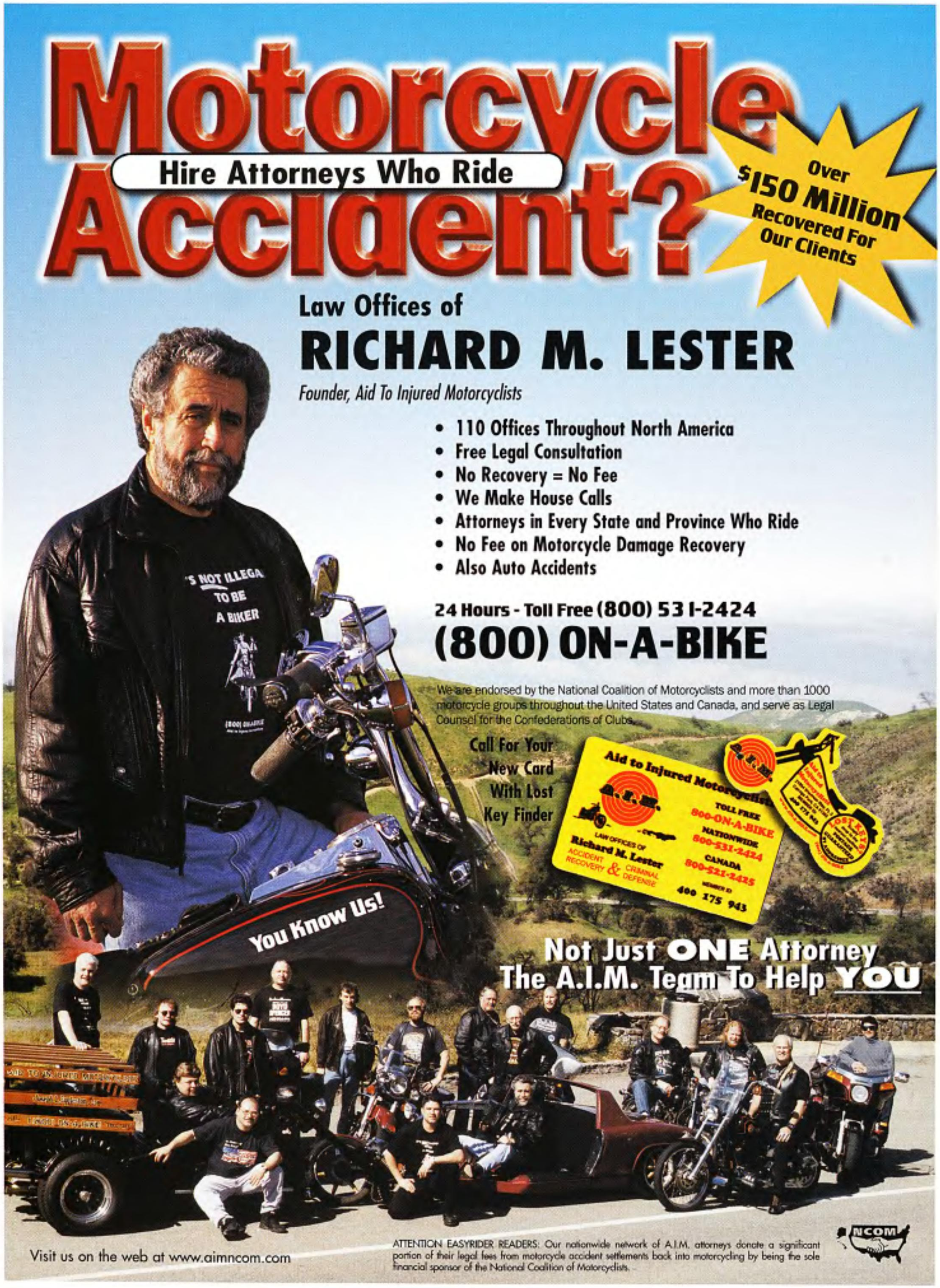
Küryakyn's ISO-Dyne Frame Does It All

Küryakyn describes their new frame as a "Do It All" custom motorcycle frame. The ISO-Dyne combines the sleek classic look of the softail-style frame with the smooth vibration-free ride of a dyna-style chassis. It also features a low-slung profile, centralized mass, monoshock technology, 34-degree rake, and 2-inch stretch.

You can choose either Twin Cam or Evo-style powerplant to front a Dyna trans. The frame allows the use of a 200-series rear tire, residing under your choice of a bobbed, pro-street, or full-coverage steel rear fender. The frame was designed to easily accept either 1- or 2-piece gas tanks. The fender strut covers hide all fasteners and the fork stops are invisible. In addition, a pre-formed steel seat pan and rack-and-gear axle adjuster, high-power dry cell battery and ultra-flexible battery cables are all standard equipment.

A low profile aluminum oil tank, and simulated horseshoe style oil tank (great for hiding electrical components) are available separately as options. All ISO-Dyne frames come in a tough, powdercoat primer and retail for $4,995.

For more information contact Küryakyn at 800-843-7897 or visit them online at www.kuryakyn.com.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8s and ♠s

PAUL YAFFE'S MODERN-DAY TRIBUTE TO AN OLD-TIME DEUCE

At 12 feet in length, Eights and Aces is one of the longer bikes to ever come out of Paul Yaffe Originals (PYO), but unlike all the other bikes, this one never really left. That's right, Paul built this one for himself, even if it was as an afterthought.

"There's this customer of mine for whom I build a couple of bikes a year," Paul says. "He called me from Germany one day and said he wanted me to build his dream chopper, but for here in America, because a lot of the things we do here are illegal in Germany, and he lives about four months out of the year in the U.S. He gave me these crazy specifications, like 48 degrees of rake and a 6-degree tree, so he could have a 54-degree front end. It's a really long bike, and he wanted to run a Twin Cam B motor."

To make a long story a bit shorter, Paul ordered all the necessary parts and started building the bike. A couple of weeks into the project, the German guy calls back and says, "Oh, by the way, I wanted a hardtail!"

Eights & Aces

Of course, the frame had come in already, and Paul had ordered a softail-style, "so I now had this frame sitting there that my customer didn't want." But Paul mocked the bike up, anyway, and liked it so much, he decided to use the softail-style frame and build the bike for himself. "It was four or five months before Sturgis, and I hadn't made any plans to build anything for Sturgis yet," he says. "But that's basically how the geometry of this bike came about, mostly by accident."

At the same time, Paul had just finished making the molds for his Zombie tank, which is now an available PYO product, "and I had just gotten the first sample from the mold shop, and it fit perfectly," Paul says, "so I just started building it around that."

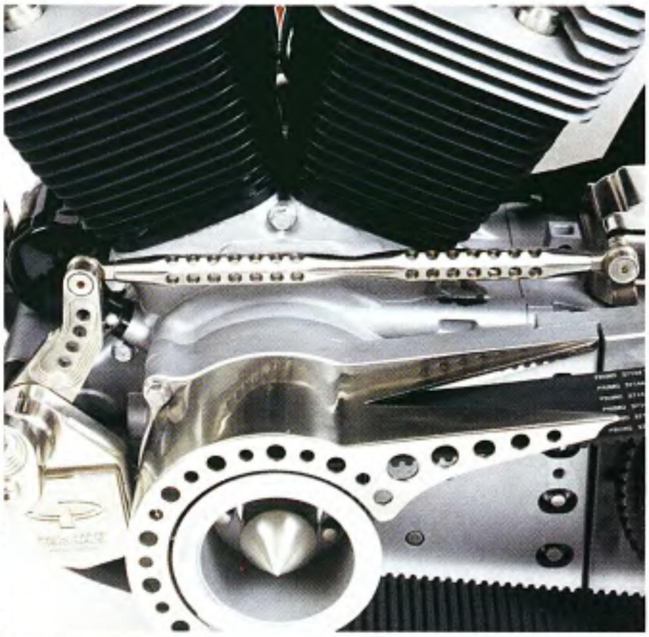
He took an aluminum motor and blacked out the barrels to give them "that old shovelhead look," as he puts it. "Then Richie, a guy from France I'd met a year earlier in Sturgis, does these really wild engravings, so I asked him if he could engrave a set of rocker boxes with that old-style pin-striping look and he did all that by hand."

After that, Paul had them nickel-plated to give them that antique feeling, in the process taking the whole bike apart again.

The Eights and Aces theme, by the way, came about as a way of paying tribute to the old hot rod artist Robert Williams, a contemporary of guys like Von Dutch and Ed "Big Daddy" Roth. "Williams had done a '32 Deuce Highboy, in flat black and with the Dead Man's hand painted on the lower rocker panel of the car," Paul explains. "I always thought it was a really cool looking car, and I admired his style. So, I had Gary Crisp put that on the bike, like a tribute to Robert Williams. And 'Superman' Ron Hernandez, who's an amazing pinstriper, striped it."

If you're interested in such a bike, Paul says that his roller kit contains almost all the necessary parts, with the only difference being "the stretch, how long that bike is, so all you'd have to do is ask for the extended front end, and that's about it."

We should probably mention that Paul's German customer, Wolfgang Fierek, wasn't forgotten in all this. The owner of Fierek Harley-Davidson in Munich was very happy when he came to Phoenix to take possession of his dream bike. So happy, in fact, that he proceeded to ride his bike to Sturgis with Paul. Both bikes, swears Paul, "Are extremely comfortable to ride; the 4 3/4-inch trail makes sure of that. It handles just like a dresser, despite the extreme length." *—Red Baron*



Owner: Paul Yaffe
City: Phoenix, Arizona

General

Fabrication: Paul Yaffe Originals
Year and make: 2002 PYO
Model: chopper
Assembly: Roger Plesotis
Time: 4 months
Chroming: none

Engine

Year and model: 2002 H-D TCB
Rebuilder: PYO
Ignition: Twin Tech
Displacement: 95 inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: JE
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Screamin' Eagle
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: PYO
Pipes: Crack Pipes
Mufflers: none

Transmission

Year: Harley-Davidson
Modifications: 20mm offset
Shifting: by foot
Engine sprocket: Primo
Trans sprocket: Primo
Wheel sprocket: RC Components

Paint

Molding: Gary Crisp
Painter: Gary Crisp
Color: flat black
Type: PPG
Special paint: Ron "Superman" Hernandez

Frame

Year: 2002
Builder: PYO
Type: softail-type
Rake: 48 degrees
Stretch: 6 inches up
Modifications: yes

Accessories

Bars: PYO
Handlebar controls: Perf. Mach.
Risers: PYO
Fender(s): PYO
Headlight: PYO
Taillight: PYO
Speedo: none
Dash: none
Front pegs: PYO
Rear pegs: PYO
Electrics:
Gas tank: PYO
Oil tank: PYO
Oil system: H-D
Primary cover: Primo
Seat: Guy Thieman
Mirrors: PYO
Grips: PYO

Forks

Type: hydraulic
Extension: plus 16
Builder: Harley-Davidson/Perse
Modifications: 6-degree trees

Wheels: Black Bike

Front

Size: 21 inches
Hub: Black Bike
Rim width: 2.5 inches
Tire: Metzeler
Brake: RevTech

Rear

Size: 17 inches
Hub: Black Bike
Rim width: 7 inches
Tire: Metzeler 210
Brake: RC Comp

Photos: Butch Lassiter

Happenings

ALASKA
Midnight Sun Rally
Date: Jun. 6-7
Place: Soldotna
Info: 907-283-5000

Ride for Sobriety
Date: Jun. 7
Place: Doyon Building, Fairbanks
Info: 907-831-5535; 907-746-1723

Alaska Women's Breast Cancer Walk
Date: Jun. 7
Place: Anchorage
Info: 907-333-0854

Valley ABATE Bike Show
Date: Jun. 7
Place: Mug Shot Saloon, Chugiak
Info: 907-376-8435

Membership Appreciation
Date: Jun. 7
Place: Seaview Bar & Cafe, Hope
Info: 907-283-2655

Annual HOG Summer Picnic
Date: Jun. 8
Place: Fairbanks
Info: 566-0999

Valley ABATE Run
Date: Jun. 13-15
Place: Knik Bar, mile 10.3, Knik Road
Info: 907-376-8435

CMA State Rally
Date: Jun. 13-15
Place: Houston Campground
Info: 907-333-9685

Flag Day
Date: Jun. 14
Place: Anchorage Park Strip
Info: 907-344-5030

Overnight Ride to Discovery Cabins
Date: Jun. 14
Place: WOW, Hope
Info: 907-333-0854

AWAIC Ride
Date: Jun. 14
Place: House of Harleys, Anchorage
Info: 907-566-0999

Summer Festival Parade
Date: Jun. 14
Place: North Pole, Fairbanks HOG
Info: 907-566-0999

Iron Butt Run
Date: Jun. 14-15
Place: BonerCycle
Info: 907-694-6604

Last Frontier MC Poker Run
Date: Jun. 15
Place: Anchorage
Info: 907-522-1017

Alaska State HOG Rally
Date: Jun. 20-21
Place: Fairbanks
Info: 907-566-0999

Solstice Run & Christmas in July Kick Off
Date: Jun. 21
Place: Chatanika
Info: abateofalaska.net

Sentinels MC Summer Solstice Bash
Date: Jun. 21
Place: Pit Bar, Seward
Info: 907-362-1163

Solstice Run Chugiak ABATE
Date: Jun. 21-22
Place: Birchwood Saloon
Info: 907-694-6604

Poker Run in the Valley
Date: Jun. 28
Place: Talkeetna
Info: 907-566-0999

The Ball and Chain Run
Date: Jun. 28
Place: Birchwood Saloon, to King Mountain
Info: 907-694-6604

Wheels of Focus Run
Date: Jun. 28
Place: Alaskan Whaler, Muldoon to Tug Bar, Wasilla
Info: 907-276-1574

Two Rivers Pig Roast
Date: Jun. 28
Place: Chena Hot Springs
Info: 907-490-0375

ARKANSAS
South Arkansas BTW Chapter Spring Run
Date: May 16-18
Place: El Dorado
Info: 870-864-8068

Rolling Thunder Ride for Freedom
Date: May 21-26
Place: North Little Rock
Info: 501-329-3118

Backwoods Boogie
Date: May 23-26
Place: CMA District 12
Info: 501-337-4733

Relay for Life
Date: May 30
Place: Seabrook YMCA, Pine Bluff
Info: 870-879-5661

Annual BTW Pig Trail
Date: May 30-Jun. 1
Place: Huntsville
Info: 870-446-5624

ABATE Bike Show
Date: Jun. 1
Place: Springdale Rodeo Grounds
Info: 479-443-4268

ABATE Bug/Poker Run.
Date: Jun. 7
Place: Batesville
Info: 870-850-7988

Annual ABATE Family Campout
Date: Jun. 20-22
Place: Holbrook Farms, Houston
Info: 501-327-1045

ABATE 3 Hobo Stew Camp Out & Rally
Date: Jun. 28-29
Place: Centerville
Info: 479-576-4141

Rolling Thunder Bike/Car Show
Date: Jun. 28-29
Place: Houston
Info: 501-329-3118

CALIFORNIA
Long Beach Cycle Show and Swap Meet
Date: May 25
Place: Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

West Coast Thunder Ride
Date: May 26
Place: Skip Fordyce Center, Riverside
Info: 909-789-1995
westcoastthunder.com

Haven Hills Domestic Viuolence Run
Date: Jun. 1
Place: Yankee Doodles, Woodland Hills
Info: www.azchoirboys.org

Sierra Hope Ride
Date: Jun. 7
Place: Mitchell's Modesto H-D, Modesto
Info: 209-984-4888; www.sierrahoperide.org

Rip's B.A.D. Ride
Date: Jun. 8
Place: Oak Canyon Park, Orange
Info: 800-828-8293 ext. 7446
www.ripsbadride.com

Mean Mountain Run
Date: Jun. 27-29
Place: Mammoth Lakes
Info: 800-200-4557
www.road-shows.com

COLORADO
Pledge Run
Date: May 17
Place: ABATE 11
Info: 719-395-0360

Rocky Mt. Nitro Nationals
Date: Jun. 14-15
Place: Bandimere Speedway, Morrison
Info: 719-487-8005; www.pro-promotions.com

Miracle Ride of the Rockies
Date: Jun. 15
Place: Bandimere Speedway, Morrison
Info: 719-487-8005; www.pro-promotions.com

Annual United Ride of Colorado
Date: Jun. 28
Place: Colorado National Speedway, Erie
Info: 303-618-3768
www.lets-ride.com/unitedweride

FLORIDA
Mayport Bike Fest
Date: May 9-11
Place: Mayport
Info: 904-210-9348
www.mayportbikefest.com

GEORGIA
Gator Swamp Pig Pickin
Date: May 23-26
Place: ABATE 15, Waynesville
Info: 912-638-9421

Grove Fest Rally & Poker Run
Date: May 23-25
Place: Cleveland
Info: 800-863-6833
vacationman@alltel.net

ILLINOIS
Springfield TT Springfield Mile
Date: May 25
Place: Illinois State Fairgrounds, Springfield
Info: 217-753-8866

Walneck's Motorcycle Swap Meet & Show
Date: Jun. 1
Place: Sandwich
Info: 630-985-2097

HogRock River Rally
Date: Jun. 5-8
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

Annual ABATE Summer Boogie
Date: Jun. 6-8
Place: Eastern IL ABATE
Info: 217-840-5482
easternillinoisabate.org

ABATE of Illinois State Party
Date: Jun. 20-22
Place: Altamont, Effingham County Fairgrounds
Info: 800-87-ABATE; www.abate-il.org

Campbells Annual Biker Bash
Date: Jun. 27-29
Place: Campbells H-D, Marion
Info: 618-985-6087

IOWA
Rolling Thunder M/C Rally
Date: May 23-26
Place: Mid-America Motorplex, Pacific Junction
Info: 402-672-4826

Mid State Thunder
Date: Jun. 6-8
Place: Brooklyn Raceway, Abate 9
Info: 641-522-9462

KANSAS
Annual Field Events
Date: Jun. 13-15
Place: ABATE 11, Atchison
Info: 913-651-7425

Annual Birthday Bash
Date: Jun. 14
Place: Easyriders of Wichita
Info: 316-267-6677

KENTUCKY
Bluegrass Bike Fest
Date: Jun. 6-8
Place: Bowman Field Airport., Louisville
Info: bluegrassbikefest.com

MARYLAND
ABATE of MD State Party
Date: Jun. 6-8
Place: Allegany County Fairgrounds, Cumberland
Info: 800-843-0252
www.abate-of-maryland.org

MICHIGAN
Annual ABATE Poker Run
Date: Jun. 21
Place: Friendly Tavern, Jones
Info: 269-476-9534

MINNESOTA
Freedom Riders Blowout
Date: Jun. 20-21
Place: Mt. Lake
Info: 507-831-5504

MISSISSIPPI
Gulfport Blowout
Date: May 23-26
Place: Gulfbort Dragway
Info: 228-392-1801
www.harleyblowout.com

MISSOURI
Branson Motorcycle Rally
Date: May 15-18
Place: Branson
Info: 800-342-6230
www.bransonmotorcyclerally.com

Vintage M/C Swap Meet
Date: May 17
Place: Leatherworks Unlimited, Branson
Info: 417-334-0775

Annual Devil Dog Amvets Rally
Date: Jun. 20-22
Place: Williamsburg
Info: 573-429-8544

NEBRASKA
Nebraska State HOG Rally
Date: May 23-25
Place: Columbus
Info: 402-564-5498
www.nestatehogrally.com

NEVADA
Annual Run-a-Mucca
Date: May 23-26
Place: Winnemucca
Info: 775-623-5071; www.runamucca.com

NEW HAMPSHIRE
Laconia Bike Week
Date: Jun. 7-15
Place: Weir's Beach
Info: 603-366-2000
www.laconiamcweek.com

NEW JERSEY
Annual Poker Run
Date: Jun. 8
Place: Bennett Chevrolet, Egg Harbor
Info: 609-641-0444
www.ehtal.com

NEW MEXICO
Annual Red River Run
Date: May 23-26
Place: Red River
Info: 800-348-6444
www.redrivernewmex.com

NEW YORK
Americade
Date: Jun. 2-7
Place: Lake George
Info: 518-798-7888
www.tourexpo.com

NORTH CAROLINA
Dude's Annual Panhead Party
Date: Jun. 14 (Rain Date Jun. 15)
Place: Ginza Japanese Express, Winston-Salem
Info: 336-885-5400; 336-774-1592

Annual Smoke Out
Date: Jun. 20-21
Place: Rowan County Fairgrounds, Salisbury
Info: 231-843-8732; www.ironcross.net/smsotop.htm

NORTH DAKOTA
Motorcycle Benefit Run
Date: Jun. 14
Place: Hazen
Info: 701-748-5476

OHIO
Annual Benefit Run
Date: May 18
Place: Carlton, H-D, Mantua
Info: 800-633-6997

Annual Crazy Fred Memorial Celebration
Date: Jun. 7
Place: VNVMC, Headliners, Toledo
Info: 419-334-4424

OKLAHOMA
Monday War Memorial Run
Date: May 26
Place: ABATE, Okla City
Info: 405-936-RIDE

OREGON
Washington County Poker Run
Date: May 17
Place: ABATE, Hillsboro
Info: 503-648-1877

Willamette Valley Rhody Fest Run
Date: May 17
Place: Eugene
Info: 541-688-4268

ABATE Fossil Run
Date: May 23-26
Place: Fossil
Info: 503-285-4329
www.abateoforegon.org

Roll and Ride
Date: Jun. 7
Place: ABATE Washington County, Hillsboro
Info: 503-648-1877

Poker Run
Date: Jun. 14
Place: ABATE SE Portland
Info: 503-760-9015

Annual Iron Horse Rodeo
Date: Jun. 20-22
Place: Lake Selmac
Info: 541-479-1331; www.rogueweb.com/ironhorse

Angie's Run
Date: Jun. 28
Place: Columbia River, Portland Area
Info: 503-282-4604

PENNSYLVANIA
Operation God Bless America XIII
Date: Jun. 1
Place: Greencastle
Info: 717-328-9238

Annual Bull Roast
Date: Jun. 7-8
Place: BACA, Gettysburg
Info: 717-337-9474

Thunder in the Mnts. XII
Date: Jun. 14
Place: Adamson Rod and Gun Club
Info: 717-484-1223

SOUTH CAROLINA
Myrtle Beach Spring Motorcycle Rally
Date: May 9-18
Place: Myrtle Beach
Info: www.myrtlebeachbikeweek.com

TENNESSEE
Honda Hoot
Date: Jun. 18-21
Place: Knoxville
www.hondahoot.com

Ladies in the Wind
Teddy Bear Run
Date: Jun. 21-22
Place: Strokers Clarksville
www.ladiesinthewind.org

TEXAS

Texas State H.O.G. Rally
Date: May 15-17
Place: Tyler
Info: 903-534-9149;
www.txstatehogrally.com

17th Run for Wheels
Date: May 17
Place: Big Creek,
Lake Somerville
Info: 979-820-1218;
www.yankeestavern.com

Ride To The Heights
Date: May 18
Place: Houston.
Info: 832-435-2733;
www.cruzintocure.com

Texas Style Party Drags
Date: May 18
Place: Red Line Raceway,
Dallas
Info: 254-687-9066
www.texasscooter.com

Rep. of Texas Bike Rally
Date: May 30-Jun. 1
Place: Austin
Info: 972-866-8363
www.rotrally.com

Texas Star B Q
Date: Jun. 6-7
Place: Holiday Inn, Waco
Info: 830-253-8086;
www.texasstarbq.org

Ironhorse Classic M/C
Rally & Swap Meet
Date: Jun. 6-8
Place: Tyler Market Center
Info: 903-962-7987

Texas Star B Q
Date: Jun. 6-7
Place: Holiday Inn, Waco
Info: 830-253-8086
www.texasstarbq.org

Clairmont Jail Break
Date: Jun. 14-15
Place: Clairmont
Info: 806-237-2046

Texas Style Party Drags
Date: Jun. 14
Place: Kennedale
Info: 254-687-9066
www.texasscooter.com

Boozefighters Annual
Pig Party
Date: Jun. 20-22
Place: Bowie
Info: 940-872-2881

UTAH

Butch Cassidy Run
Date: May 24-25
Place: Northern Chapter
ABATE
Info: www.abateofutah.org

Ride Em In Bike Show
Date: May 31
Place: Central Chapter
ABATE
Info: www.abateofutah.org

Exhibition In Iron
Date: Jun. 15
Place: SLC Chapter ABATE
Info: www.abateofutah.org

June Jam
Date: Jun. 20-22
Place: Weber Chapter
ABATE
Info: www.abateofutah.org

Mountain Magic Ride
Date: Jun. 28
Place: Davis Chapter
ABATE
Info: www.abateofutah.org

VIRGINIA

Virginia State H.O.G. Rally
Date: May 22-24
Place: Fairfax
Info: 804-266-8533
www.vastatehogrally.com

WASHINGTON

Annual Mt. St. Helens
Blowout
Date: May 24
Place: Columbia
Motorcycle
Info: 360-521-9106

Amigos Crawdad Feed,
party and music
Date: Jun. 7
Place: City Park,
Benton City
Info: www.abate-wa.org

WASHINGTON D.C.

Rolling Thunder 16
Date: May 25-26
Place: Vietnam Veterans
Memorial
Info: 908-369-5439
www.rollingthunder1.com

WEST VIRGINIA

Annual Rally and Rodeo
Date: Jun. 20-22
Place: Cox's Field
Info: 304-615-3321

WISCONSIN

Milwaukee Rally
Date: Jun. 5-8
Place: Milwaukee Mile
Speedway
Info: 414-276-9080 x18
www.milwaukeerally.com

Ride Down Cancer
Date: Jun. 7
Place: Wild Bill's Saloon,
Pardeville
Info: 608-429-4550

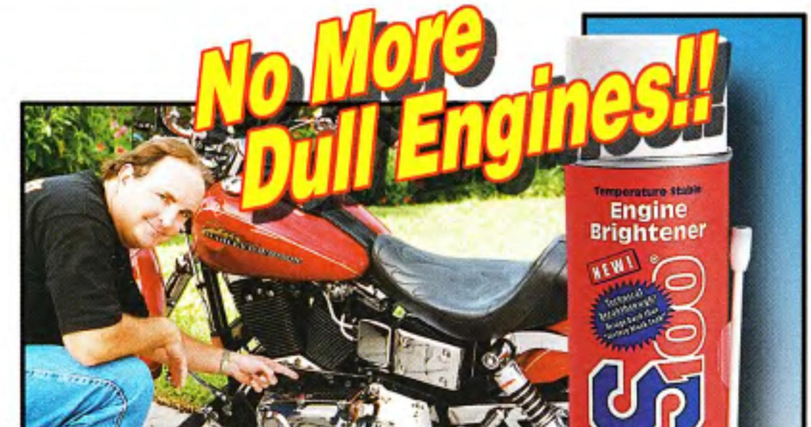
VNV-MC Bike Blessing,
Poker Run and Party
Date: Jun. 14
Place: Milwaukee
VA Hospital
Info: 414-587-0415

Summer Hummer
ABATE State Party
Date: Jun. 20-21
Place: Clark County
Fairgrounds, Neillsville
Info: www.abatewis.org

WYOMING

Freedom Rally
Date: May 23-26
Place: Evanston
Info: 800-357-2220

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com



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Easynews

If it's of interest to bikers, we'll print it.

Hall of Fame

Mary "Micki" Moore

Photo: John Del Santo

The California motorcycling community suffered a loss on January 15, 2003, when Mary "Micki" Moore died in San Diego. Six weeks earlier a car driver using a cellular phone came through a red light striking Micki's pickup truck, rolling it over several times.

Micki was an avid motorcyclist. She was 60 years old and is survived by her sister, Nancy Nemecek, her brother-in-law, Grump, her father, Joffree Leggett, and her sons, Dennis and Lance Bagley. Micki was a Life-Member of ABATE of California where she had spent a number of years on the state board of directors and was the state secretary.

As an active member of ABATE Local 6 in San Diego, she chaired and worked on a large number of committees. If a job needed doing, she was the first to volunteer for it. She helped out many people in need as a sister-rider, a co-worker or as a friend. Micki was fun to be with. She had a great sense of humor, was always ready with a smile or a joke, and the sun seemed to shine a little brighter when she was around. She will be greatly missed. *—John Del Santo, ABATE of California*

MRF Members

New Board

The MRF elected new officers and directors recently; they are as follows: Buck Kittredge of Wisconsin was elected as the MRF's president. Chuc Coulter will serve as vice president and Jay Jackson is the new director of rider education.

Dave Mann was reelected for another two-year term as treasurer, Noriene Mann will continue for another two years as director of products and procurement, and Teri Stobbs will serve another two years as director of communications and information.

Moving on, Mark Buckner rejoined the MRF board as an ex-officio board member, and Mark Falsetti, Rick Gray, Lynn Oldenburg, and Brian Stovall were reelected as board members.

Congratulations to *all* MRF Board members. Please support them. *—Twiggy*

Racing News

JIMS NOW SPONSOR AHDRA PRO FUEL AND JUNIOR/SENIOR CLASS

JIMS Machine, U.S.A., a longtime AHDRA Top Fuel class sponsor, recently jumped over to the Pro-Fuel and Junior/Senior class divisions. In addition to the class sponsorships, JIMS will continue to host the year-end Nationals held in Las Vegas for the sixth year running. This year's grand finale is scheduled for Oct. 17-19.

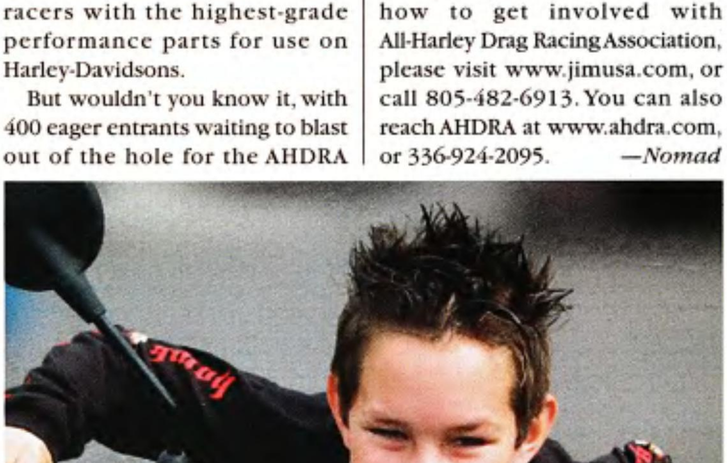
The JIMS Pro-Fuel class showcases 200-mph high-gear-only, nitro-burning dragsters, while the Junior/Senior class sports upcoming superstars running 8.90 eighth-mile index, ages 11 to 16. To further support the Harley competition, JIMS also sponsors an assortment of individual class racers with the highest-grade performance parts for use on Harley-Davidsons.

But wouldn't you know it, with 400 eager entrants waiting to blast out of the hole for the AHDRA season opener this year, Mar. 3-5 in Gainesville, Florida, it had to be cancelled due to rain

The next meet, the Roeder Harley Norwalk Nationals in Norwalk, Ohio, is scheduled for June 6-8. It's followed in June by the Rocky Mountain Nitro Nationals in Denver June 13-15; Lonestar Nitro Nationals in Dallas, June 20-22; and the Kresto Pacific Nationals in Seattle, June 27-29.

The AHDRA has been around under different names for 25 years but for the last two years has been under the ownership and management of Craig Tharpe of Winston-Salem, North Carolina.

If you would like more info on how to get involved with All-Harley Drag Racing Association, please visit www.jimusa.com, or call 805-482-6913. You can also reach AHDRA at www.ahdra.com, or 336-924-2095. *—Nomad*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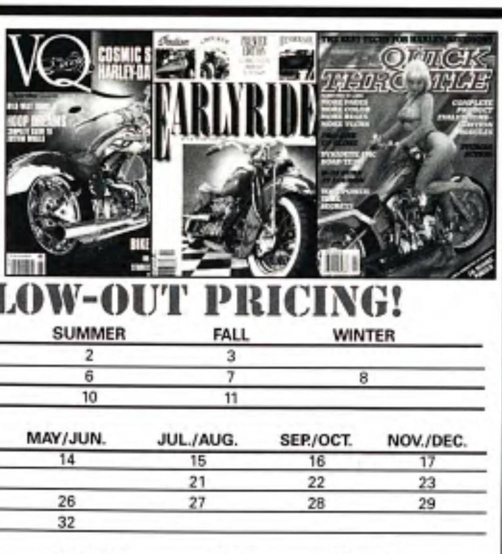
BACK ISSUES

VQ - EARLYRIDERS QUICK THROTTLE



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1996		10	11	

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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30	31	32			

EARLYRIDERS	SPRING	SUMMER	FALL	WINTER
1994			1	
1995	2	3		

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19	20	21	22
1999	23	24	25	26	27	28
2000	29					

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Biker News

CONGRESS TO CONSIDER HEALTH INSURANCE PROTECTION When bikers worked together to pass legislation through Congress to ensure health insurance availability for motorcycle riders a few years ago, those efforts were eventually negated when the Clinton administration ruled that the federal government cannot dictate insurance coverages to state insurers. But now, U.S. Senators Russ Feingold (D-WI) and Susan Collins (R-ME) have intro'd "The Health Care Parity for Legal Transportation and Recreational Activities Act" to end insurance discrimination by closing the loophole that has allowed insurance carriers to deny benefits to those who are injured while participating in so-called risky activities like motorcycling, skiing and horseback riding.

This legislation addresses a loophole caused by a Department of Health and Human Services rule that prohibits employers from denying health care coverage to motorcyclists and others who participate in a risky activity, but yet allows insurers to deny benefits to insureds if they are injured while participating in those activities.

The language of the bill specifically states that "a plan or issuer may not deny benefits otherwise provided for the treatment of any injury solely because such injury resulted from participation of the participant or beneficiary in an activity such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing or other similar legal activity."

We did it before, and we can do it again, so sharpen those pencils and urge your federal legislators to support the Feingold-Collins bill. Not convinced that writing your representatives works?

NM SENATOR BOWS TO PRESSURE, WITHDRAWS "ORGAN DONOR" BILL Within days of news that New Mexico Senator Allen Hurt had proposed a law requiring bikers to become organ donors, the Senator withdrew the bill under intense pressure from alert motorcycle riders.

"You win … I'm pulling New Mexico SB 239," said Senator Hurt.

Senate Bill 239, would have mandated the harvesting of organs from any motorcyclist who was killed in an accident while not wearing a helmet.

Specifically, SB 239 stated: "A person operating a motorcycle without a helmet and who, as the result of an accident, is pronounced brain dead pursuant to Section 12-2-4 NMSA 1978 by a licensed physician shall become an organ donor regardless of whether the person made an anatomical gift by completing the organ donor statement."

"No matter how you view organ donations, this outrageous bill not only violates our individual civil liberties but is also transparently discriminatory against motorcyclists," said Richard Lester, the founder of A.I. M. and the NCOM. "It's no wonder that this issue invoked the ire of bikers, who generated thousands of e-mails, letters and calls. It demonstrates how effective we can be when we've got all our oars in the water and we're all rowing in the same direction."

NEW YORK CONSIDERS LIMITS ON NOISE AND "DAREDEVIL RIDING" Two New York City council members and the city's public advocate have proposed limits on motorcycle noise and daredevil riding, allowing the city to impound motorcycles and levy hefty fines or jail terms for repeat offenders.

Sponsored by Bill de Blasio, the legislation focuses on motorcycles such as "Pop-a-Wheelie Kawasaki, which encourages riding on one wheel, and excessively loud Harley-Davidsons," like the one on display with straight pipes that "could wake Mayor La Guardia," de Blasio told the *New York Times*.

MASSACHUSETTS MAY BAN KIDS FROM MOTORCYCLES Massachusetts Senator Richard T. Moore has sponsored Senate Bill No. 1351, entitled "Petition To Improve Safety For Passengers Of Motorcycles," which would prohibit any persons 16 years old and younger from riding as a passenger on a motorcycle on all Massachusetts roads.

There are already laws on the books that state that a passenger must sit on a seat, and his or her feet have to reach the footrests comfortably; but this proposed legislation puts an age definition that the Massachusetts Motorcycle Association (MMA) is opposed to.

This would have serious implications for the motorcycling families within Massachusetts as well as those traveling through the state, according to the MMA. "Those of us whose motorcycles have always been the focal point of our families' transportation and recreation would see our family's activities severely disrupted. For the out-of-state touring riders bringing their children on vacation would mean having to avoid the state of Massachusetts completely," said an MMA spokesperson, adding that all concerned Massachusetts motorcyclists should contact their state legislators immediately and let them know how such legislation can affect you.

—Bill Bish, NCOM

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Commentary

Will Those Who Still Ride, Still Decide?

Recently, I attended a meeting of private-interest highway groups with Rep. John Ainsworth, new chairman of the Wisconsin Assembly Transportation Committee. He also sits on the Highway Safety Committee.

Rep. Ainsworth has already drafted a primary enforcement seatbelt law because local law enforcement tells him it's a good thing, and so does the DOT. He also plans on supporting a bill to reduce the legal BAC to 0.08. These are not traditionally viewed as ABATE issues, but they clearly will effect ABATE members.

Politically and intellectually I don't think the legislature can consistently abide by a "Let Those Who Ride Decide" position and then demand a primary enforcement seatbelt law. Ultimately, they are going to have to confront the inconsistency of their position. I don't think this means they will repeal the primary seatbelt law. The issues are about as parallel as issues can get. The arguments are almost identical. If social cost matters with seatbelt laws then social costs matters with helmet laws. If it doesn't matter that seatbelt use occasionally has unintended negative consequences then it won't matter that helmet use has unintended negative consequences. If the simple majority think seatbelt laws are good and helmet laws are good why have one and not the other?

I can see this train coming down the tracks and right now there isn't anyone pulling up the rails.

—Jim Baxter, President National Motorists Association

And The Winners Are...

DAYTONA BOARDWALK CLASSIC BIKE SHOW

Some of the best iron ever showed for the rainy Bike Week Bike Show over on the oceanfront boardwalk. This year's winners included:

Best of Show			
1st	Thomas Langer	Germany	2003 Harley "Lord of the Rings"
2nd	Bob Schietse	Belgium	2003 H-D TwinCam 88
3rd	Mike Graham	Fairbault, MN	2003 HMC "Overkill"
Top Overall Custom			
1st	Bill Steele	Oakdale, PA	2003 Gold Dammer
2nd	Chico Cheatham	Lexington, KY	1991 Fatboy
3rd	Wolfgang Knitterscheidt	Germany	Self-Built "Triangular"
Judge's Trophy			
1st	Bertrand Dubet	France	Dreamteach "Animal"
2nd	Bill Burnette	Tuscaloosa, AL	2002 paul Yette Chopper
3rd	Ivy Trosdair	Metarie, LA	2003 Custom Softail
People's Choice			
1st	Clifton Jones	Burlington, NC	2002 Custom Rigid Springer
2nd	Mike Correll	Stroudsburg, PA	2003 Redneck Rocket
3rd	Nick Keller	W. Palm Beach, FL	2003 Custom Chopper
Radical Evo			
1st	Dave Beatty	Naples, FL	1990 Fatboy
2nd	Corn Weygandt	Sun Prairie, WI	2003 Custom Softail
3rd	Ed Pamer	Cincinatti, OH	1999 Fatboy
Evo			
1st	Bob Phillip	Coconut Creek, FL	2003 Wizard
2nd	Kenneth Hurtado	Miami, FL	2003 Pro Chopper
3rd	Bill Westrich	Cincinatti, OH	2002 Chopper
Trike			
1st	Steve Thomas	Daytona Beach, FL	1972 Harley Trike "Southern Comfort"
2nd	Lora Biggs	Evansville, IN	1999 Custom Sportster
3rd	Michael Larson	Ocala, FL	1994 Lowboy Trike
Radical Shovel			
1st	Marty Daly	Elmont, NY	1980 Shovel
2nd	George Wagenseller	Perkaise, PA	1975 Lowrider
3rd	Gangsta Choppers	Belgium	2002 Custom Built
Panhead			
1st	Sam Robinson	Madison, WI	1964 FLH Pan
2nd	D.Q. Roberts	Highmore, SD	1962 Panhead
3rd	Michael & Jessica Thomson	Dallas, TX	1958 Harley
Radical Sportster			
1st	Motorcycle Works	Olathe, KS	2002 "8-Inch Up"
2nd	Rooster Tiffin	Palm Coast, FL	1996 Sportster
3rd	Mark Lellier	Littleton, NH	1973 Sportster
Sportster Class			
1st	Beth Roberts	Highmore, SD	1993 H-D
2nd	Vicki West	Kentucky	(no description)
Vintage Class			
1st	Wolfgang Knitterscheidt	Germany	1929 "Texas Highway Patrol"
2nd	Ed Ryan	Cocoa, FL	1941 BSA
3rd	Bob Kenney	Franklin Lakes, NJ	1946 H-D Knucklehead
Hybrid			
1st	Jerry Graves	Boynton Beach, FL	2003 GCC
2nd	"Habermann"	Germany	2003 Custom
3rd	Mark Brown	Englewood, OH	2003 Titan
Performance			
1st	Michael Mays	Lauderhill, FL	BMF Chopper
2nd	Michael Colarossi	Mississippi	"Redneck Lo-Life"
Paint			
1st	Roy Durbin	Denver, CO	1999 Goldwing/Trailer
2nd	Clinton Jones	Burlington, NC	2002 Rigid Springer
3rd	Michael Turco	Canada	1990 Custom Softail
Dresser			
1st	Dan Lyons	Hannum, VA	1995 Harley Classic w/sidecar
2nd	Donnie Faulkner	Little Ray, AR	2002 FLHTCUI
3rd	Cam Blais	Canada	1999 FLHTCUI
Chopper			
1st	John Lisenby	San Clemente, CA	2003 Special Construction
2nd	Chuck Klett	Paw Paw, MI	2001 "Adams Stallion"
3rd	Scott Movic	W. Palm Beach, FL	2002 Pinnacle Custom
Forgeign Class			
1st	Randall Varner	Mechanicsburg, PA	1976 Triumph
2nd	Greg White	Texarkana, AR	2001 Yamaha
3rd	Patti Wainuskis	Sarasota, FL	1974 Kawasaki
Rat			
1st	Mike McConnell	Belvedere, IL	1941 Flathead Ford "Junkyard Dog"
2nd	EZ Rat	St. Petersburg, FL	1970 Triumph Rat
3rd	not awarded		

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Victorious!

Texas HB 625 Scores A Victory As Lawmakers Consider Equal Access Bill

Of course it was cold and drizzly for the hearing today but that didn't stop a group of Texas bikers from making a good showing at the Capitol for the hearing on our Equal Access bill. Several got there in time for lunch, some settled for just coffee. During the break between arrival and business Mike Alvey and Sputnik quietly excused themselves and went to complete a final chore.

At the steps to the north door of the Capitol they turned to the right, went all the way up into the corner of the lawn and sprinkled the remainder of our secretary's ashes just outside the Capitol door. Cyndi Calhoun, our "Angel Warrior," will never die so long as bikers make the trip to Austin to demand justice. As they returned to the group Sputnik asked Cyndi to talk to her new boss and ask his guidance for her former boss. This will be asked each day as Sputnik returns to the capitol.

Back inside the 30 or so riders, pretty evenly divided between TMRA-II and members of the Confederation of Clubs, filled out affirmation slips and turned them into the clerk. All but the one turned in by Sputnik said "For No Testimony."

When the call was made for HB 625, Rep. Lewis introduced our biker anti-discrimination bill, and Sputnik gave testimony along with the usual banter between him and committee members and Rep. Lewis. The Committee members always express their appreciation that we do not drag out our testimony.

It was over quickly and while there was no doubt, HB 625 had scored a victory. Watch "Easy News" for future updates on this bill. —*TMRA II*

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Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks Harley-Davidson, 3850 S. Huron Rd (M-13), Bay City

Missouri
Easyriders Springfield, 1310 S. Glenstone, Springfield

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Las Vegas Harley-Davidson, 2605 S. Eastern, Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

New York
Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Custom Cycles, 421 E. Main Av., Taylorsville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

two-wheeled tidbits

Spanning the biking globe...

BEIJING: There is change in China's outlook on capitalism it seems. They have even gone so far as to "appoint" a wealthy admirer of Margaret Thatcher to a senior state position, who also happens to manufacture motorcycles. According to the London Daily Telegraph, Yin Mingshan, who just happens to be on their list of 100 Chinese millionaires, was "elected" deputy chairman of the Chinese People's Political Consultative Conference (CPPCC), in China's third-largest city, Chongqing. He founded Lifan, an engine and motorcycle manufacturing company that sells 2 million engines a year and a million motorcycles. Maybe this capitalism thing really works, Ya think?

Hey, they do build around 10 million bikes a year in China, so they must be doing something right!

JAPAN: This season's fad for extra-long scarves claimed another fashion victim when a Japanese woman fell from her motorcycle after her 2-yard-long scarf got caught in her bike's rear wheel. This woman was in a coma after the accident; she later regained consciousness but remained in serious condition. The kicker is, she's not the only one.

Other similar accidents have been reported in this country that has lots and lots of motorcycles, since a celebrity got the extra-long scarves fashion going there.

Ya know, I'm not the brightest light in town but I'm just not that dumb.

NOTE: We don't think any of you need to be reminded about the dangers of unsafe clothing, but maybe you know someone who does. The rider in this article is lucky to be alive. Do they have a "Darwin Award" for motorcyclists?

ATLANTA: Ripley's Believe It Or Not featured a fool riding his motorcycle backwards after completing a 60-foot jump over a line of cars. And I thought Evel Kneivel was a screwball.

HOW ABOUT THIS FOR A HOBBY: Landmine obsession. Aki Ra travels around the world collecting landmines. He travels through Cambodia searching for and de-fusing landmines by hand. He might be doing a job that needs done, but what's wrong with just blowin' the things up from a safe distance?

NEW DELHI, INDIA: A booming motorcycle market accelerated two-wheeler sales by 21% in the domestic market during the first nine months this fiscal year even as scooters and mopeds continued to ride in negative territory. Motorcycles and step-through sales grew by 36.9% this past year. Hero Honda of India, the world's largest bike maker, posted a 24.3% jump.

SUZUKI UNVEILS 40TH ANNIVERSARY MODELS: American Suzuki Motor Corporation is celebrating 40 years of business in the U.S. with three special edition anniversary model motorcycles to be sold in limited numbers. Hurry and get your order in.

NCOM CONVENTION: This year the National Coalition of Motorcyclists' NCOM Convention is being held in Milwaukee, May 8-10, 2003, at the Four Points Sheraton. It's Harley-Davidson's 100th birthday, so Milwaukee should be a humdinger of a place to be. Make your reservations now, 'cuz this will be one of the best ever. Get with the people at AIM headquarters for good info on how to get it done. Call 1-800-531-2424, or 1-800-ON-A-BIKE (or visit: www.ON-A-BIKE.com) and they'll get you set up. This is just part of what our AIM attorneys across the country do for us, by hosting this gala get together so we can learn and share with the rest what our rights movement has to offer. We hope to see ya there!

—Gunny, Oregon AIM Chief of Staff

Legalese

Nicole Wants No Jail Time

Should a driver who speeds through heavy fog at 60 mph and kills a biker get off with little or no jail time? The driver's lawyer thinks so. But a judge recently disagreed.

Recently, lawyer Louis Goodman went before Alameda County Judge Christine Moruza in Oakland, California, asking that she approve a plea agreement for his client, 32-year-old Nicole Christine Moore. Goodman asked that Moore, who was charged with vehicular manslaughter, be given 60 days in jail and five years probation for the death of 54-year-old motorcyclists Gary Michael Kunich.

The judge refused, saying she felt Moore deserved to serve more than just 60 days for her conduct on that January 2002 day that Kunich died. The judge then transferred the case to a trail court where the lawyer will once again try to strike a plea agreement, or the case will go to trail.

The lawyer's rational for proposing minimal jail time? "It's a tragic accident but it's a risk that motorcyclists take," Goodman said, according to the *San Jose Mercury News*. By the sound of press reports, though, it appears that anyone on the road with Moore that day was taking a risk.

According to published reports, police said Moore was traveling around 60 mph in an 8,000-pound Dodge Ram pickup in heavy fog that limited visibility to about 100 feet. Kunich was stopped behind cars when Moore smashed into him from behind, causing a five-car chain-reaction pile-up. Kunich, who was trapped by the impact under a vehicle that burst into flames, was killed instantly.

Folks, I don't need to say anymore about this insanity. My thanks to ABATE of New York (Eastern Suffolk Chapter) and the AMA for bringing this serious matter to our attention. *—Twiggy*

Privileged Few

Another Double Standard?

Question: Why should any law enforcement agency consider itself exempt from mandatory seatbelts laws? According to the National Motorists Association (NMA), the Buffalo Police Department is "considering" changing its policy to require their officers (poor babies) to wear seatbelts while on duty. On the same token, why is it that those who wear the badge of authority enforce a law mandating that you and I must wear seatbelts are actually exempt from the law? What kind of logical reasoning or justice is this?

If this type of double standard is going on in New York, it must be prevalent in other parts of the nation as well, and smells of one word, and one word only: Revenue! Because it sure ain't for your safety. Nuff said. *—Twiggy*

"You're right, screw the rules. From now on we can use a bridge stick."

National Law Chart

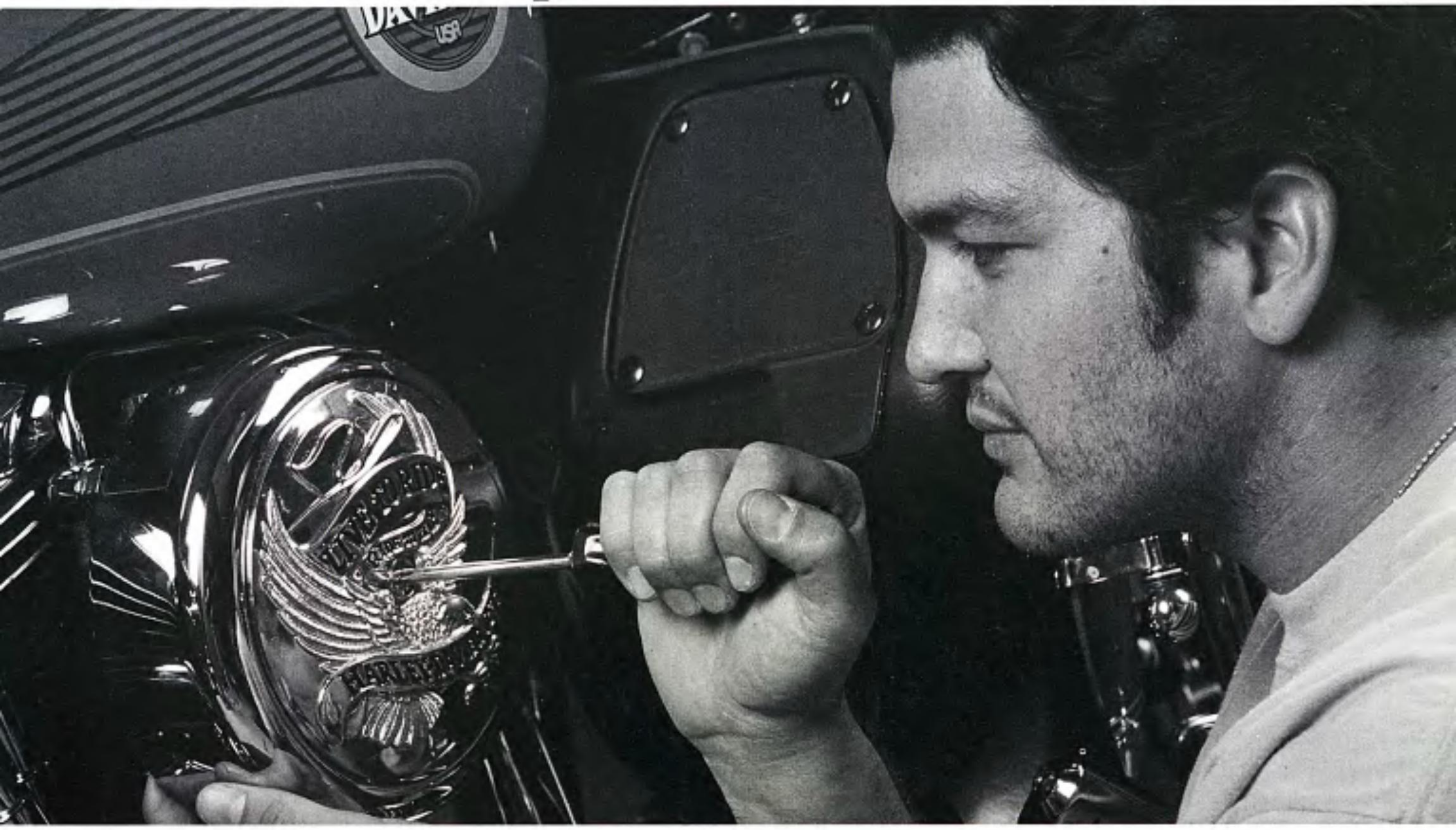
Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

Repair or Customize Just About Any Bike on the Road!



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- Toll-free instructor support.
- A complete set of professional-quality Sears® Craftsman® tools at no extra cost.
- Valuable tips on starting your own motorcycle repair business.

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☐ 89 Small Engine Repair
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T314B

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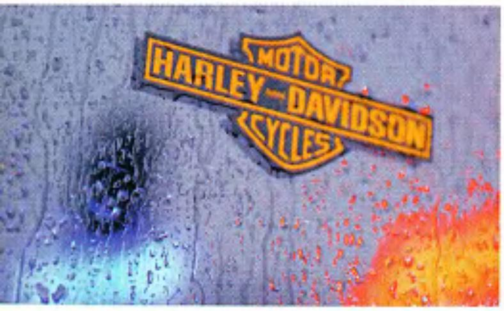
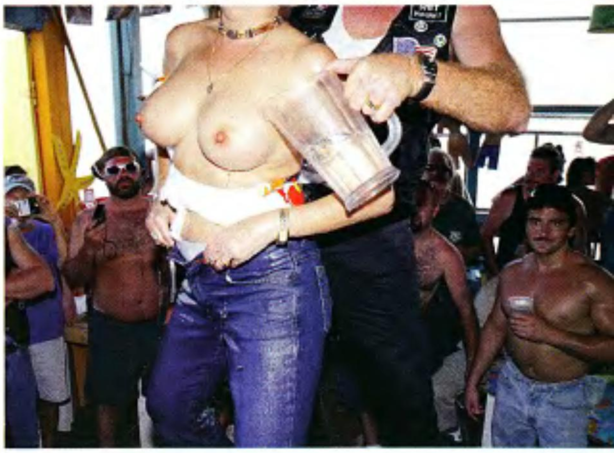
Street ____________ Apt. # ______
City/State ____________ Zip ______
Phone ( ) ____________
E-mail ____________

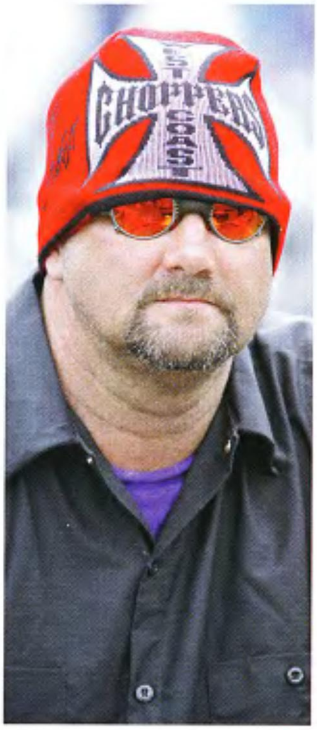
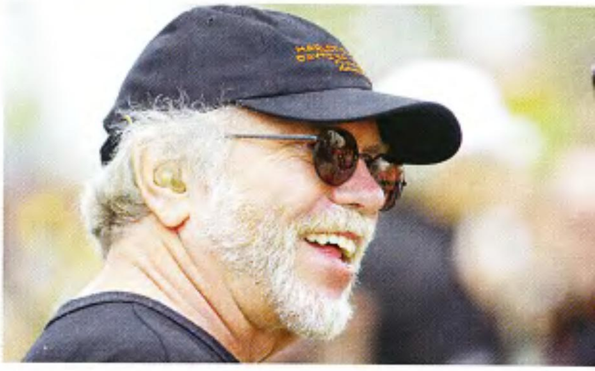


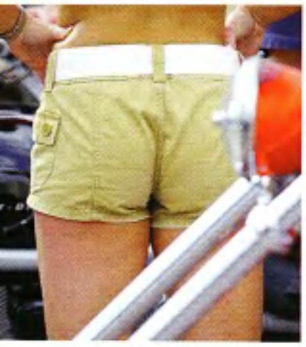
WHERE THE PARTY NEVER ENDS, RAIN OR SHINE

DAYTONA 2003

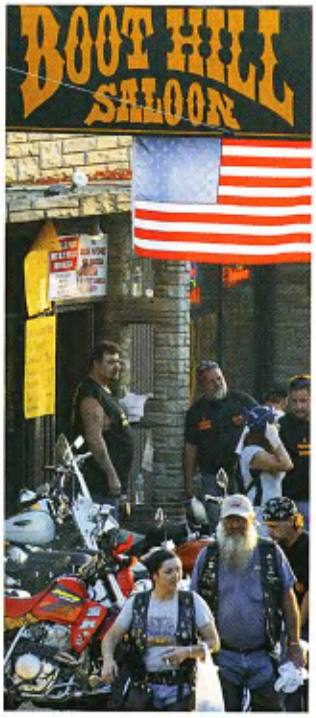
As always, thoughts of the traditional warm climate and ideal riding conditions of Daytona Bike Week lured many thousands of bikers out of their northern caves for a little fun and sun, a few beers, and a chance to ride down the Daytona sand and gaze at scantily clad women. What more do ya want, right? Well, except for the fact that much of the week was rainy and humid as hell, riding meant you were probably gonna get wet.

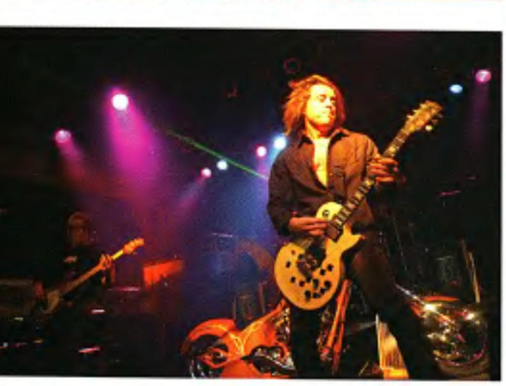


AMERICAN
MADE

WEST COAST
CHOPPERS




PLAYBOY
adam's mark
daytona beach resort
Proudly Presents
BIKER BASH


BOOT HILL
SALOON



But rain or no rain, when you stick those feet of yours in the refreshing Daytona surf, you're home for a week of mind-blowin' biker-style fun. Attendance seemed to be down again this year after the 60th anniversary a couple of years back, however the streets were still clogged at all hours with the endless parade of bikes on all the major streets. The weather no doubt hurt attendance as did those who are saving up their two-wheeled vacation time for Harley's 100th in Milwaukee this August.

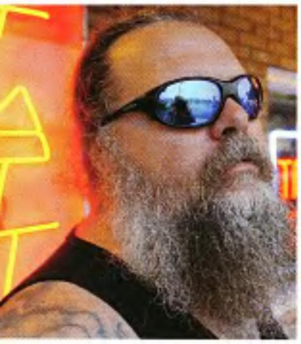
All the bars and eateries laid out the red carpet for us so we could come in out of the rain and party hardy. Our *Easyriders* favorites for party central fun? That's a tough call, but our favorite places to get down include the Iron Horse, the classic Broken Spoke, and for old-school biker fun there's nothing like the White Eagle Tavern. Other hot spots on our Top 10 list include: the Last Resort and The Wreck. The best strip club has gotta be Lollipops (Just ask Billy Lane and Nick). We'd never seen that many naked ladies in one place, and that's sayin' somethin' for us. Also, my vote for the place that best sums up the Daytona experience is Crabby Joe's. It's a pier at 3701 South Atlantic Avenue where the owner, Luke, allows bikes to ride right through his restaurant and out to the end of the pier on Wednesday during Bike Week. It's one bitchin' party with great food, cold beer and pretty girls to tickle. Unfortunately, the city messed up and Luke didn't get his permit this year, so no bikes were allowed through the restaurant.

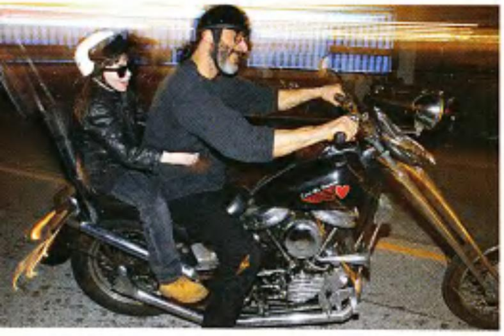
Over on Beach Street, the Easyriders Pavilion gave you plenty of new bikes and aftermarket products to ogle and a chance to run your motorcycle on the Teresi Dyno-Drags truck. Carl's Speed Shop and Daytona Harley-Davidson offered a vendor world of stuff to take home to the kids, and across the street at the Camel Roadhouse there was plenty of live music and even the annual unveiling of this year's Camel Bikes by master builders. This year's bikes are by Eddie Trotta, Kendall Johnson, Billy Lane and Tom Langton. Keep your eyes right here in *Easyriders* to see complete bike features on these awesome scooters.

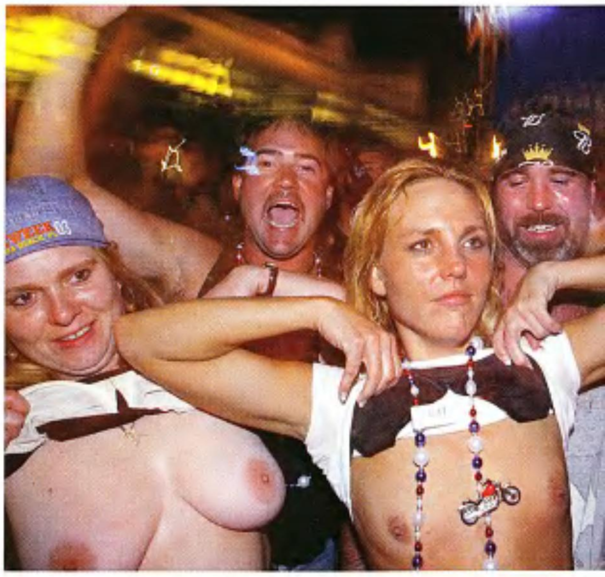
One of this year's industry highlights was the deal S&S Cycle has conjured up with five master bike builders. To honor Harley's 100th and S&S Cycle's 45th Anniversaries, the company has worked out an exclusive deal with their 145-cubic-inch monster motor to go into five signature-series, very limited-edition custom bikes. The wild big-inch rides are by Arlen and Cory Ness, Ron Simms, Roger Bourget, American IronHorse and Pat Matter of Minneapolis Custom Cycles. We took the bikes out on a shakedown cruise. See details in our Hot News story on Page 44. While Harley-Davidson wowed the crowds at the Ocean Center with their 100th models, parts and accessories, Eurocomponents showed off some futuristic sleds over on Beach Street. Lorenzo and his crew are turning out some truly amazing parts for your putt. Check 'em out.

Throughout the week, the *VQ* Biker's Ball put on escorted rides, great dinners and the Friday night gala over at the Plaza Resort & Spa. The whole shebang raises money for the Boys and Girls Club of Broward County. When you sign up to participate in the Biker's Ball you get all kinds of cool things to do. For instance, on Wednesday we had the one-of-a-kind opportunity to actually ride motorcycles around the famed Daytona Speedway track. What a rush! Next year I say we double the speed and get up on the banked corners. The Friday-night event includes a world-class dinner, a silent auction of great scooter-related stuff and the chance to bid on mind-blowing vacations and even one-off custom motorcycles.

2 WHEELERS
USA
M/C SHOP
DENVER, COLORADO







Now get this for a story: Four weeks ago, Richard Deagazio bought his first motorcycle, a Harley Road King. He ended up coming to the Biker's Ball, bidding on and buying a concept bike by Honda called the Rune for $35,000. He then went on to purchase a raffle ticket for Kim Suter's gorgeous custom Softail and won that too! Now he's got three bikes! Sheesh, some guy's have all the luck. Billy Lane's wild custom chopper was auctioned off to Jerry Staggenborg whose bid of $51,000 brought the hammer down. Man, what a night. Special thanks to Carrie Repp, Kerry Shae and Jennifer Jackson as well as big Bruce Rossmeyer for making this year's Biker's Ball a memorable occasion.

The *VQ* Biker's Ball is also home to our annual *V-Twin* Awards for Excellence in Custom Motorcycle Design. The top honors went to: Best Bike-Matt Burris of Dragonbilt Customs; Best Bike Builder-Tom Langton of Rumble Customs; and a Lifetime Achievement award was given to the man, the myth, the legend…Mr. Arlen Ness. Our congratulations, Arlen. (See Pages 42-43 for a complete list of winners.)

The National Motorcycle Museum once again put on their Hall of Fame Induction Breakfast. This year those honored as inductees into the Hall of Fame were: Competition-Max Bubeck and Jay Springsteen; Industry-Douglas Bingham and Dave Perewitz; Leadership-Allen LaFortune (1931-2002) and Branscombe Richmond; and for Promotion-Cristine Sommer-Simmons. Congrats to all.

This year's Run to the Rain…I mean, Sun, was still a blast despite the fact that the city father's are making it harder and harder for vendors to be able to afford to come to this shindig. Plus, the cops still harass the shit outta ya. We're hearing rumors that some of Daytona's living two-wheeled legends are moving out of town and taking next year's party with them. Stay tuned. Maybe those are a few of the reasons why what was once Bike Week in Daytona has become Florida Week with fun things to do all over the Sunshine State. You could escape those dark clouds by riding for hundreds of miles in the warm sun, forgetting those winter winds and sharing a little freedom with your brothers and sisters of the road.

Rather than talk your ear off about what Bike Week was like, I think I'll shut up and let our ace flick snappers Mike Lichter and Steve Temple take you away to a place where the sun shines forever (well, most of the time), and the road never ends. — *Phantom Dave*

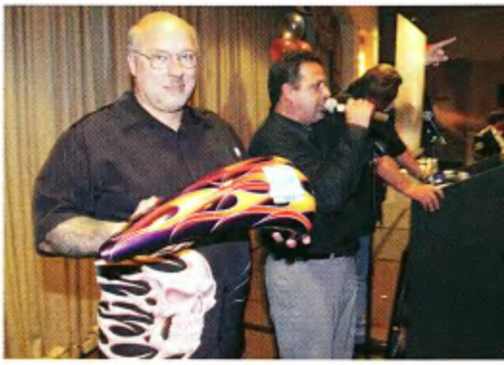
Photos: Michael Lichter

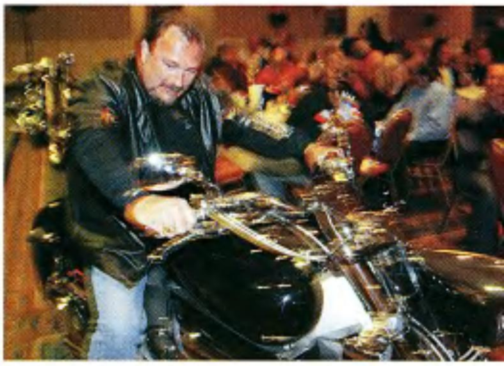
AWARDS FOR EXCELLENCE IN CUSTOM MOTORCYCLE DESIGN

VQ BIKERS BALL

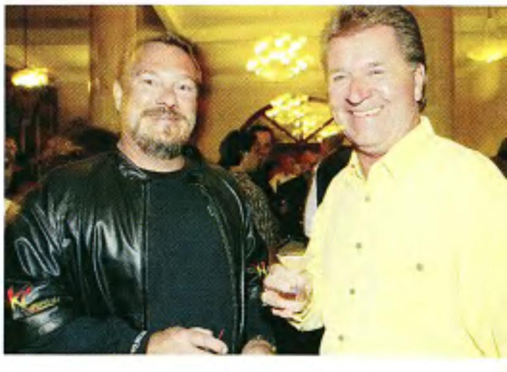
Every year our sister publication, *V-Twin* magazine gives out awards of excellence at the *VQ* Bikers Ball during Bike Week. The Ball is an opportunity to raise money for the Boys and Girls Club, and generally have a good time with our bike-building friends. This year's recipients of the "ViQe" Awards were:

BEST PAINTER	**Scott Dougherty – Airea 5150**
BEST COMPONENT BIKE	**Kevin Alsop – Big Bear Choppers**
BEST COMPONENT BIKE BUILDER	**Kim Suter – KC Creations**
BEST CUSTOM FABRICATED BIKE	**Jerry Covington – Covingtons Cycle City**
BEST CUSTOM FABRICATED BIKE BUILDER	**Dave Perewitz – Cycle Fab**
BEST BIKE	**Matt Burris – Dragonbilt Customs**
BEST BIKE BUILDER	**Tom Langton – Rumble Customs**
LIFETIME ACHIEVEMENT	**Arlen Ness**



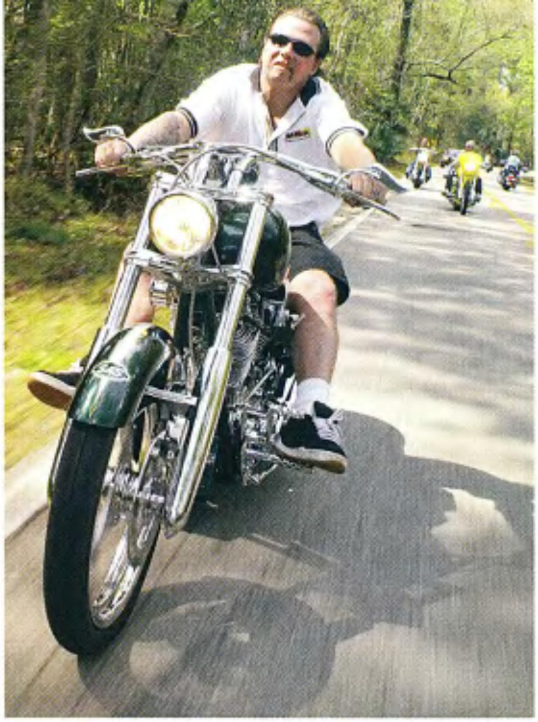


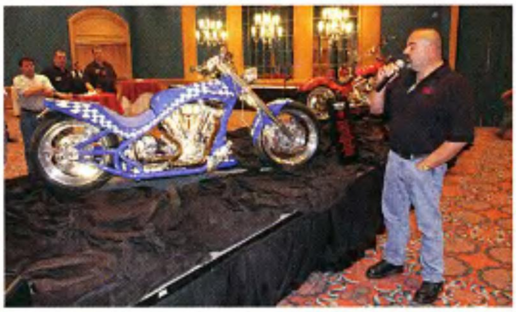
Photos: Mike Lichter



Of all the industry-related news at this year's Daytona Bike Week, the big draw was the unveiling of the S&S Tribute Bikes. Naturally, all of the motorcycle press was on hand to check out these five custom bikes by master bike builders and to see the mighty 145-inch motor in the flesh. Now, many of the other motorcycle magazines out there are going to give you a detailed look at the motor and tell you how it works. Here's the thing… except for the bikes pictured here, you won't be able to get your hands on one of these motors for a year. So, we decided that we have plenty of time to show off all the tech details of the 145, and planned something a little different. What we here at *Easyriders* wanted to see was these bikes go down the street.

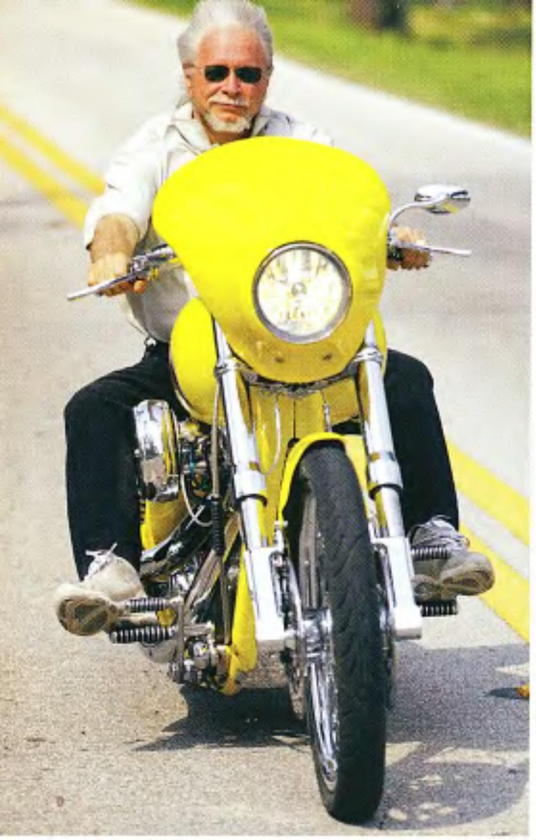
Michael Lichter put together a ride with all of the master bike builders in





D A Y T O N A H O T N E W S

S&S 145 TRIBUTE



the 145 Tribute Team: American IronHorse, Arlen Ness, Ron Simms, Bourget's Bikeworks, and Pat Matter of MCC. I mean, what could be better than to see if the motor and the bikes actually run and have the master builders who built these bikes ride them. On the day of the shoot we learned a little more about this ground-breaking program. You see, S&S Cycle, the world's leading manufacturer of aftermarket motors got together with the aforementioned five builders to celebrate 100 years of two-wheeled innovation and S&S Cycle's 45th Anniversary. The 145-cubic-inch motor is dedicated to S&S founders George and Marjorie Smith as well as Harley's 100th and S&S Cycle's 45th, acknowledging the contribution that the aftermarket world has made in motorcycling.

Each of the five master builders have created a truly unique machine to showcase the new mega motor. Only a total of 45 of these bikes will be built, that's nine sets of five bikes because these five bikes are sold TOGETHER as a collection. The price for all five of these head-turners? A cool $250,000! Like we said, only nine sets will ever be made, so they are the ultimate collector's item (You hear that, Jay Leno?). Of the five builders Ron Simms has bowed out of the program altogether, which puts the number of bikes in the set down to four for the time being.

The rain stopped long enough for us to get these monsters started, and let me tell you, the sound of these bikes running is like being right next to a drag strip when the lights turn green. Now we aren't gonna tell you that all of these brand-new bikes ran perfectly (one ran out of gas), but we think the pictures speak for themselves. We were blown away!

Easyriders tips its hat to S&S Cycle and these amazing builders for coming up with a truly mind-melting experience. Watch future issues for the tech story on this big-inch engine.

—Dave Nichols

Photos: Mike Lichter

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TalkingTech

6-SPEED SOLUTION

I've been thinking of buying a 6-speed tranny for my '94 Ultra, but I don't know if it's worth the bother. I've installed an Andrews EV51 cam and flowed the heads, which were milled 0.050. It goes pretty good for a lumber wagon.

What I want to know is, will a 6-speed slow me down out of the hole? Can you get them with the original first-gear ratio for baggers and not the 2.94:1? Will my cruise control still work?

Mayor
Via the Internet

I'm not sure about the other 6-speeds, but Baker's is available with a 3.25:1 first gear that should get you out of the hole real fine. Baker also offers a choice of 0.80 and 0.86:1 sixth-gear ratios. At 75 mph, the 0.86 will drop your engine speed 475 rpm. The 0.80 will drop it 680 rpm.

It's tempting to go with the 0.80, but that's not necessarily the best choice. If you ride much in the hills or on back roads, you'll wind up dropping down into fifth more often than you would with the 0.86. Also, the wider gap between fifth and sixth with the taller gear can be annoying.

Another drawback of using the 0.80 in a heavy bike, especially one with extra compression, is that it makes the engine more likely to detonate when you're pulling a grade, bucking a strong headwind, or whatever. You might like the 0.80 in the flat, wide-open spaces out west, but otherwise I think you'd find the 0.86 more useful.

Cruise controls are out of my league, but I don't think you'll have a problem. Just use common sense and downshift when you should. Don't count on your cruise control to do the thinking.

IGNITION ENLIGHTENMENT

I own a 1973 shovel that I bought new on 12/22/72. I installed a Crane single-fire ignition. The trouble is that my high-performance cam and gear weren't pressed together right at the factory.

Some of my friends have had trouble with timing the points. We all elongate the slots on our point plates. I know now that the gear needs to be repositioned on the cam. I fit a piece of 1/4-inch key stock into the manufacturing key way, put some layout dye on the back of the gear, and scribe the outside of the key for a reference point.

We did a few this way. I was hoping you could find out the precise way to do this. Thanks,

Tom The Toolman
Internet Invader

Some of the aftermarket ignition plates don't have long enough slots. If that's the case with you, and it probably is, the solution is elongating the slots more, not moving the cam gear.

The gear must be in exactly the right position on the camshaft for the lobes to open the valves when they're supposed to. Rotating the gear in one direction advances the timing, and moving it in the other direction retards it.

Pros call that degreeing the cam. It optimizes performance when done right, but can have disastrous effects if done incorrectly or by chance. We don't have room to cover the procedure here, but basically you use the relationship of the scribed lines on the back of the cam gear to the slot in the camshaft as the reference point. You adjust cam timing, not ignition timing, by removing the gear, rotating it a hair forward or backwards, and pressing it back on. William Denish covers cam degreeing in detail in The Big Twin High-Performance Guide, *by Crystal Publications.*

It doesn't take much change in the gear position, literally a curly little hair, to change cam timing 2 or 3 degrees. That won't cause interference problems with most cams, but it can cost power while making the engine harder to start and more prone to detonate.

When you move a cam gear, be sure to check cam timing before and after.

SHOVELHEAD AGGRAVATIONS

I have a 1982 Low Rider and had to replace the solenoid once and the copper tips inside the solenoid twice. I have replaced the battery, rebuilt the starter, and had the timing set. The electric starter drags a lot except just after I replaced the copper tips and solenoid. When I use the kickstart, it fires right up.

Do you have any explanation for this aggravating and embarrassing situation?

No Name
Cuz I'm A Puss

First, check all the connections in the starter circuit, especially the battery cables, to be sure they're clean and tight—no corrosion allowed. You'll also want to check the plastic solenoid cover for cracks, and replace or clean up the copper washer that rides on the inner solenoid plunger. Then, replace the starter relay.

There's one more thing, some late shovels require a spacer between the inner and outer solenoid plungers. Without it, the copper washer won't make good contact with the stud you attach the cable to. If the solenoid doesn't have the spacer, get or make one and give it a try. You'll have to find an H-D dealer who acknowledges shovels to get the part number.

MY GUTS ARE TORE OUT

I had the guts taken out of my '89 Electra Glide mufflers and the ends re-welded. They sound really great but now I have a loud popping when I let off of the throttle at above 3,000 rpm. Torque cones didn't help.

Will the popping hurt the engine?

Wayne Meyer
Oquawka, Illinois

The popping shouldn't hurt anything except your nerves.

The first thing to suspect is an exhaust leak between the pipes and exhaust port. But, unless you had to take your header pipes loose for some reason, I agree that the muffler changes are probably causing the pop.

Putting everything back stock doesn't sound like the direction you want to go, so I'd recommend aftermarket mufflers. Unfortunately, some of them pop too.

SuperTrapp or White Brothers "E-type" mufflers use diffuser discs instead of conventional baffles. Just bolting them on would probably cure the problem but, if not, I'm sure that adding or taking away diffuser discs would fix you up. Otherwise, look for a cheap set of stock mufflers at a swap meet or on e-Bay. —Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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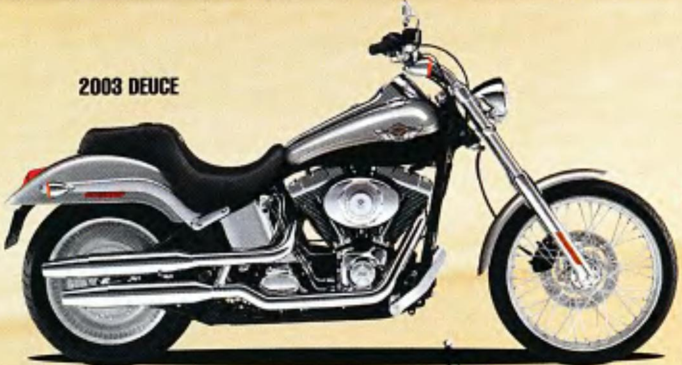

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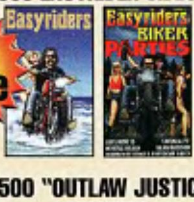

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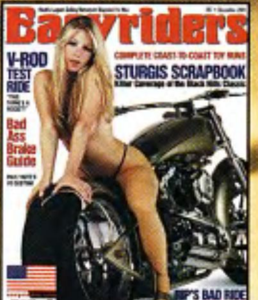

Why do more people read Easyriders than any other motorcycle magazine. Could it be the monthly full-color Harley-photo features? Or the round-the year annuals to places like Sturgis, Daytona and the big bike shows? Tech tips and fox hunts? Humor and down-the-road bike events? Or maybe the fascinating fillies who feed our fancies? (Published monthly)
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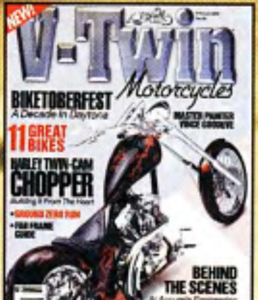

V-Twin magazine offers absolutely everything you need to feed your two-wheeled passion: the newest products, goodies for your ride: the bikes you want, the finest american and metric custom cruisers; and true stories sent in by riders like you. All presented in our own original warped style of humor. (Published monthly)
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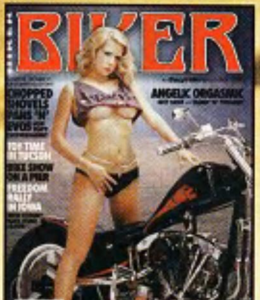

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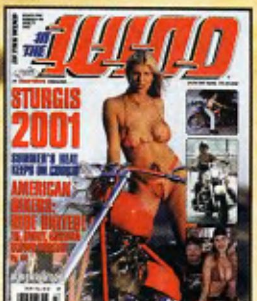

In The Wind is just about the most fun you can have sittin' still. You'll find pix, photos, black-and-whites, shots, prints and snaps of all the great biker bashes. Runs and buns, mugs and jugs, scooters. It's out there, it's in here. (Published quarterly)
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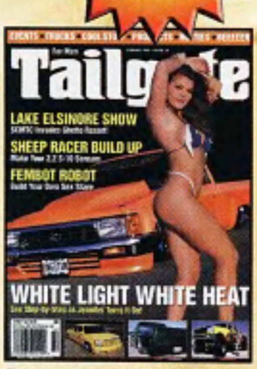

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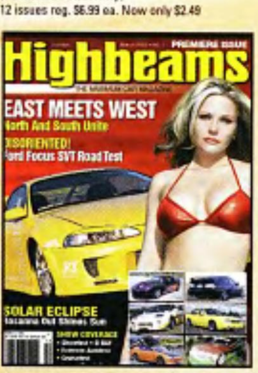

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For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2003 Sweepstakes Winners List, Paisano Publication, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

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EXTREME GRAPHICS

At Classic & Exotic Service of Troy, Michigan, each design is an individual, copyrighted and signed work of art.

It is something that John Harrow designed, based on whatever his meeting entails with the customer. Instead of going through fantasy art books, and finding an illustration that somebody else did, every commission starts with an original drawing which is a unique piece designed for that individual.

When they begin the paint process, they first strip the old paint completely off using a blasting media like plastic beads or walnut shells, depending on the surface. Once it's down to bare metal they can see the actual condition of the piece. It is then surfaced using Evercoat glazing putty. That gives it a nice level surface, which gets sanded, and sealer primer is sprayed over that. A base coat is applied, then a clear-coat on top. It then gets wet sanded and John begins his original artwork.

He uses a liquid masking film that is sprayed over his parts. Once it dries, it turns into a rubbery material that he can draw on directly. First he draws a paper pattern, and traces that onto the piece. He'll hand cut the image, and peel out whatever needs to be painted, shoot the color in that, then peel up the remaining masking. The part gets shot again with a clear-coat, and is allowed to cure. It's sanded with 1000-grit sandpaper, and if there are additional graphics he re-sprays more masking material on the part, and repeats the process.

If he wants to do a pinstripe, he'll hand

Photos: provided by Classic & Exotic Paint

cut the stripe in the mask, as opposed to hand striping them with a paintbrush. When it's shot, the rest of the masking gets peeled off. He then reapplies a clear coat and sands it down until it's perfectly smooth. An additional three coats of clear go over the top of that. Then he can really work the clear-coat, sanding it smooth progressively from 1500- to 2000-, then 2500-grit sandpaper. He then finishes the piece with a rub out wheel, polishing it to a high quality show finish.

John told us, "The spray masking technique is unique to my style. It's time consuming, but it gives me really distinct shapes, and crisp edges. I call it hardedge airbrushing as opposed to the traditional soft edge. Working with the knife gives me a nice crisp edge. It's a great tool. I wouldn't be able to do what I do if I didn't have it."

Classic & Exotic Service is an auto restoration business, specializing in classic Duesenberg, Packard, Lincoln, Pierce Arrow, Cadillac, Bugatti and Bentley automobiles. The custom paint shop is a niche unto itself on the premises. Every job is a one-off, individual work of art. One thing his customers can be sure of is they will never see their paint job on another bike rolling down the road.

—Kit Maira

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Crank it up, put 'er in gear, drop the clutch, and you're rollin' back to the hip '60s faster than you can say Bada-Bing! Tony Battagello developed a real admiration for choppers during those groovy times and began riding them in for real back in 1995.

In his younger days, Tony used up a day or two riding motocross, and in his 20s, Tony became well-known to the local constabulary for burning up the streets of Frisco on his Ducati, but choppers have always been in his blood. Part of his damn DNA.

Tony's entire family rides choppers, too. His sister rides an Arlen Ness custom bike these days, and Tony describes his dad, Aldo, as a Harley rider from hell who used to roll on a bike from Ron Simms. Shortly after this bike was finished, Aldo left this world, but not before getting the chance to help guide Tony in picking out some of the parts, and lend a hand to shine it up for the bike shows.

The idea to name this project the Bada-Bing bike is taken from a word you'll hear in the *Sopranos*, as is evidenced by the Bada-Bing nightclub parking permit that Scott Hultquist of Riff Raff Customs

BadaBing!

RIFF RAFF CUSTOMS' "WHATEVER YOU WANT" CHOPPER

(www.riffraffcustoms.com) skillfully hand-rendered on the air cleaner.

Tony chose Scott to build this bike because of his exceptional talents, and because there is only one part on it that Scott didn't sub out (see if you can find it). Scott is a mellow dude and a master craftsman with 15 years of experience whose work is slowly being discovered. His most common comment to Tony's input was, "Whatever you want."

Taking Scott's laid back response as the gospel according to Hultquist, helped to generate some inspirational blood flow to Tony's cerebral cortex. This resulted in a bike that is as much an inspiration to ride as it is to look at. Of course, the power of it's reliable S&S 113-inch motor definitely has something to do with it. Tony wanted to spank some rice rockets with it between stoplights while turning everyone's head, so Scott put a touch of Hultquist magic on the motor by sliding in a Woods cam to turn a polished Baker 6-speed gearbox.

Scott also made some fixed passenger pegs and hand-formed the virtually invisible rear fender struts before covering the whole thing with House of Kolor Sunset Pearl and applying his insane "bass boat" blue metal-flake flame treatment.

Riff Raff Customs built Bada-Bing to be ridden, but that didn't stop Tony from showing it. Everywhere he goes this bike draws a big crowd. So big that sometimes at Fisherman's Wharf there are so many tourists around it that he can't get to it through the gawkers.

Tony's Bada-Bing took first place at the Oakland Roadster Grand Nationals, first at the Oakland Rod and Custom show, and he even got himself an invite to the prestigious Blackie Invitational.

His favorite way to show off is fast becoming a treat to the Frisco locals, as Tony loves to ride up behind trolley cars with the tourists hanging off a few feet from his pipes. He says even the trolley car operators love it when he pulls along side and puts the mojo down.

Tony loves to share his bike with everyone and never allows a rug rat to be photographed simply standing beside it. He will sit the little booger-eatin' bike connoisseur right down on it and ask him to help him start it up just to watch 'em go nuts as their minds are forever turned on to the wild world of choppers. That's how new bikers are born.

—Jeff "Cheese" Moore

Easyriders

passin' gas

Two elderly residents, one male and one female, were sitting alone in the lobby of their nursing home one evening. The old man looks over at the old lady and says, "I know just what you want, and for $5 I'll have sex with you right over there in that rocking chair."

The old lady is surprised, but doesn't say a word. So the old man continues, "For $10 I'll do it with you on that nice sofa over there, but for $20 I'll take you back to my room, light some candles, and give you the most romantic evening you've ever had in your life."

The old lady still says nothing, but after a few minutes, starts digging down in her purse and pulls out a wrinkled $20 bill and holds it up.

"So you want the nice romantic evening in my room," says the old man.

"Hell no!" she replies, "I want it four times in the rocking chair!"

Charlene Anderson
Santa Barbara, California

An orderly at an insane asylum is making the rounds when he sees a patient running back and forth, pretending he's riding a motorcycle.

"What are you doing, Willy?" asks the orderly.

"I'm ridin' to Chicago for the weekend," Willy replies.

The orderly just chuckles and enters Willy's room to change the linen when he sees one of the other patients jerkin' off vigorously on the bed.

"Hey. Just what the hell do you think you're doing?" yells the orderly.

"Shhh. I'm screwing Willy's ol' lady while he's in Chicago."

Joey Rutherford
Norristown, Pennsylvania

Q: What do you do when a blonde throws a pin at you?

A: Run for your life—she has a grenade in her mouth!

Mountain Man
Mountain, Wisconsin

One night Rhonda walks into this bar, pounds her fist on the bar and says, "Bartender, gimme a Budweiser."

This continues until she's drunk, at which point a few locals take her out back and have their way with her.

The next night, the same thing happens. In walks Rhonda, demanding a Bud. After getting sloshed, she ends up out back with the boys again.

On the third night she walks in, pounds her fist on the bar and says, "Bartender, I wanna Coors."

Surprised, the bartender replies, "Coors! I thought you drank Bud..."

Rhonda replies, "You know I would normally, but lately it seems to make my pussy sore."

Celeste Dwight
Mission Viejo, California

Jake got home in the early hours of the morning after a night with his bros at the local pub. He made such a racket bumping into the furniture and cussin' as he weaved his way through the house, that he woke up the missus.

"What on earth are you doing down there?" she yelled down from the bedroom. "Get yourself up here to bed and don't wake up the neighbors!"

"I'm trying to get a barrel of Guinness up the stairs," he shouted.

"Leave it 'till the morning," she shouted down.

"I can't," he slurred, "I drank it."

Rocky
W. Palm Beach, Florida

Sneaky Pete strolls into the Broken Spoke and tells the bartender to line up 10 shot glasses and fill 'em with whiskey. So the bartender starts filling the glasses up, and Pete is right behind him, drinking each shot as it's poured.

The bartender says to him, "Hey, buddy, what's your hurry?"

"Well, if you had what I had, you'd be in a hurry too," says Pete, slurping down shot number 10.

"Whatcha got?" inquires the bartender.

"'Bout 50 cents..." Pete hollers, as he runs out the door.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Tony Battagello
City: ....Frisco, California

General

Fabrication: ..Scott Hultquist of Riff Raff Customs
Year/make: ....2002 Special Construction
Model:..........240 rigid chopper
Assembly: ....Scott Hultquist
Time:.........................4 months
Chroming: West Coast Chrome

Engine

Year:..................................2002
Rebuilder: ....S&S
Displacement:113 cubic inches
Cam: ....S&S
Carb: ....S&S Super G
Pipes: ....West Coast Choppers

Transmission

Year/make: ....2002 Baker 6-speed

Painting

Molding: ....Scott Hultquist
Painter: ....Scott Hultquist
Color: ....Sunset Pearl
Type: ....House of Kolor
Special paint:....blue "Bass boat" flake by Scott Hultquist

Frame

Year/make: ......2002 Paul Yaffe
Type: ....240 rigid
Rake: ....40 degrees
Stretch: ....6 inches

Accessories

Handlebars: ....Drag
Risers: ....4-inch Accutronix
Handlebar controls:.................. Performance Machine
Fenders: ....Scott Hultquist
Headlight: ....Headwinds
Taillight: ....Paul Yaffe
Speedo: ....is for swimmers
Pegs: ....Hultquist/PYO, Performance Machine
Foot controls: ......Performance Machine
Gas tank:..............Independent
Oil tank: ....Yaffe
Seat: ....Corbin
Mirrors: ....Paul Yaffe
Grips:........................Paul Yaffe

Front end

Type: ....10 inches over extension
Builder: ....Sullivan's

Wheels

Make: ....Performance Machine
Size: ....2.25 x 21-inch front, 8.5 x 18-inch rear
Tires: ....Metzeler
Brakes: ..Performance Machine
Photos: ....Mike Chase

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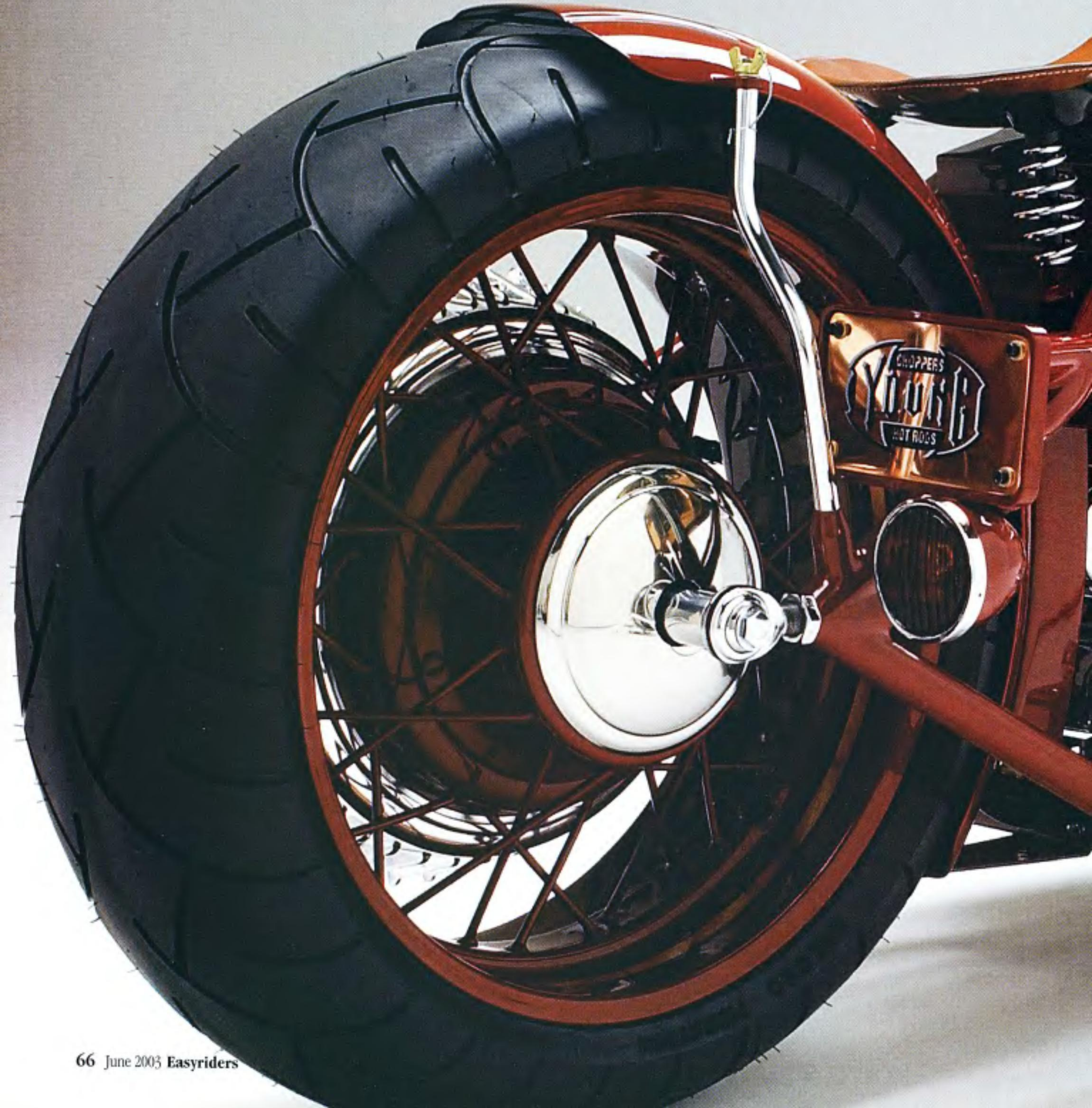
ALL OF HANK YOUNG'S FAVORITE THINGS

THE "FLYING PAN"

Rolling all your hobbies and passions into one moto-package can be dangerous. The result doesn't always turn out to be quite what you'd hoped it to be. That old "horse designed by committee" syndrome, you know? It becomes a real possibility. Nothing like that happened here, though. Hank Young's "Flying Pan" is one spectacularly successful creation, a motorcycle blending all of Hank's interests, two-wheeled and four.

The Pan demonstrates a deep love and understanding of Harley nostalgia going all the way back to the board-track racers of the 19-teens. It has plenty of Hank's other moto-passions in it, too, like a tip of the hat to vintage, old-timey hot rod coupes and roadsters. Sprinkled throughout are subtle, and sometimes not-so-subtle, references to the motorcycle bobbers of the '40s, and '50s. It's a wild and wonderful mix, and it works.



Flying Pan

It's not surprising, either, given Hank's background and business. Hank Young is a name well known in traditional hot rod circles. His Joe Smith Ford Street Rod Parts in Marietta, Georgia, is a prime source for the sort of vintage and repro hardware needed to build authentic '40s- or '50s-style hot rods. Hank and his pals are pretty handy at putting those parts they sell together, too.

Housed in the same building is the mechanical offshoot of that parts business, Young's Hot Rods & Choppers. Originally they focused solely on four-wheelers, but about a decade ago, "when the cost of hot rods started to skyrocket," Hank added vintage-style Harleys to the work-list, and added "Choppers" to the business name, and nothing's been the same since.

The Flying Pan, like we said, harkens back to the earliest days of motorcycle racing, way back to the legendary and often lethal board-track bikes. "I've always loved that clean, lean, swoopy look on those old racers," Hank begins, "and of course I'll always love fenderless hot rod Fords, too."

All of that's here, and a lot more. The first bit of clever mixology shows up in the frame Hank built for the pan. Look carefully at the front leg. That's right, it's the center section of a drilled Super Bell front axle, pure hot rod Ford.

And while we're talking about the old car parts Hank used, take a look at the rear wheel and brake. It's an 18-inch 1932 Ford hoop, widened 4 inches. Inside it, is the bike's sole braking system, '46 Ford shoes working against a finned-aluminum drum lifted from a Buick. That combination, by the way, is a hot rod classic and no less so here.

While we're at it we might as well make mention of the rear fender Hank came up with, too. It's a chopped-down, cut-down, highly modified 1936 Ford spare tire cover. Neat, huh?

Fact is, there are clever little touches all over this bike. Notice the fender struts, and the safety-wired wing nuts on 'em? "For the racebike feel," Hank says. Ditto for the engine-turned finish on some of the panels fixed to the brand-new S&S Panhead Hank chose for power.

How about that little hand-operated pressure pump bolted on the side of the fuel tank. "Old race cars always had them," Hank says, which was reason enough to include one here. Speaking of that gas tank, the one nestled so neatly between the frame tubes a la the board-track bikes, Hank hand-formed it from copper sheet.

Now let's talk old motorcycle parts. The Flying Pan's front end is a shortened 1939 Indian leaf spring unit, a rare bit. Equally rare is the vintage S&S L-Series carburetor, now sporting Hank's special dual-bowl modification and handcrafted air filter.

The pan uses a solo saddle from an old H-D Hummer, and there's even an old-fashioned, fold-down wheel stand.

Switching back to the four-wheel hardware for a minute, Hank chose to light the Pan's way with a headlight bucket from a Model T Ford, and mark its passing with a taillight originally sold by Western Auto as a '30s-era accessory.

Pretty cool, huh? Like what you see here? You're not alone. Hank's Flying Pan was the hit of Beach Street when it rolled out for last year's Biketoberfest. And we're told there's plenty more where this one came from, too.

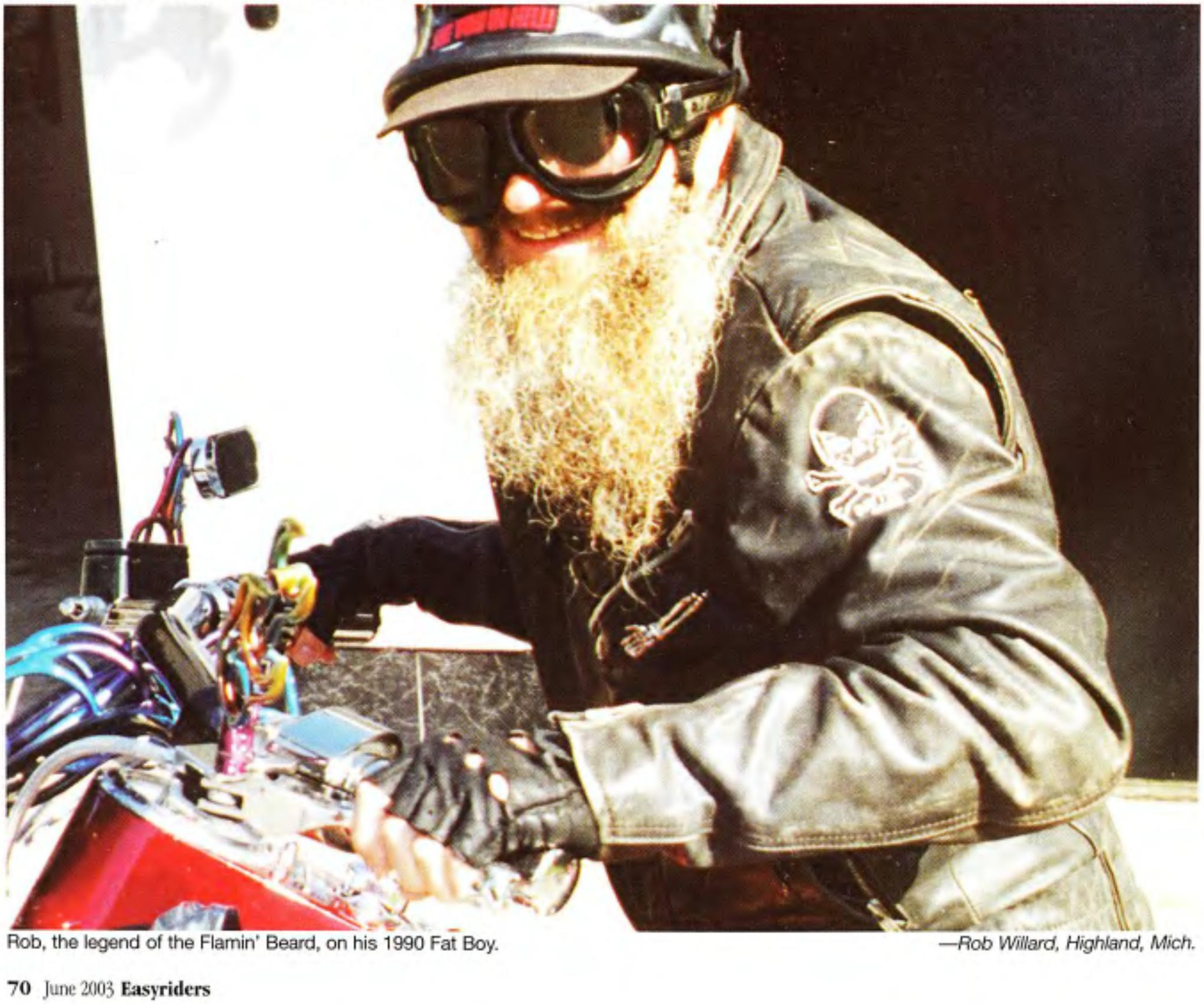
"We have about six bikes going together right now," Hank says, and you can bet they're all as special as this one. Besides Hank's daily-rider '46 knucklehead bobber, he's putting the finishing touches on a couple others along the lines of the Flying Pan "only using black paint and polished aluminum instead of the maroon and copper." Then there's the one rolling on an American Racing 5-spoke TorqThrust rear wheel and a spindle-mount 12-spoke front wheel from an old Fuel Altered.

"That bike's getting a little Moon tank up front, too," he says. Sounds dangerous, doesn't it? But as it turns out, there's nothing chancy at all about mixing up your pleasures, at least there isn't when someone like Hank Young's doing the blending. The Flying Pan proves that.

—Joe Kress

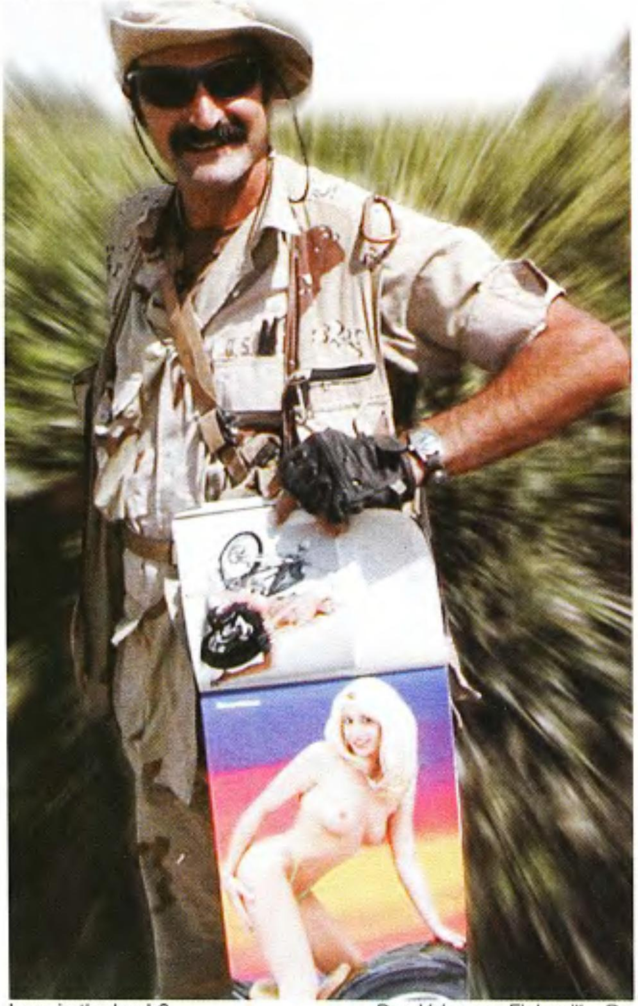
Owner: ....Hank Young
City: ....Marietta, Georgia
General
Fabrication: ....Young's Choppers
Year and make: ....2002 Special Construction
Model: ....Board-track Racer
Assembly: ....Hank Young
Time: ....5 months
Chroming: ....Pro-Plating
Engine
Year and model: ....2002 panhead
Rebuilder: ....S&S
Ignition: ....magneto
Displacement: ....88 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....STD
Cam: ....S&S
Lifters: ....hydraulic
Carb(s): ....S&S L-Series
Air Cleaner: ....Young Airhorn
Pipes: ....Hank Young
Mufflers: ....none
Transmission
Year: ....2002 RevTech 5-speed
Shifting: ....foot
Engine sprocket: ....Primo
Trans sprocket: 24-tooth
Wheel sprocket: 48-tooth
Paint
Molding: ....Steve Guffin
Painter: ....Steve Guffin
Color/type: ....maroon/House of Kolor
Special paint: ....Bill Abram lettering
Frame
Year: 2002
Builder: ....Young's Choppers
Type: ....Board-track Racer
Rake: 30-degrees
Accessories
Bars: ....knucklehead Speedster
Risers: ....none
Fender(s): ....Hank Young
Headlight: ....Model T Ford
Taillight: ....1932 Western Auto accessory
Pegs: ....Hank Young
Electrics: ..generator system, Young's Choppers
Gas tank: ....Hank Young
Oil tank: ....Hank Young
Oil system: ....S&S
Primary cover: ....open belt
Seat: ....Harley Hummer, modified
Grips: ....knucklehead
Forks
Type: ....1939 Indian, leaf spring
Extension: ....none
Builder: ....Indian, Young's Choppers
Wheels
Front
Type: ....laced spool
Size: 21-inch
Rim width: 2-inch
Tire: ....Avon
Brake: ....none
Rear
Type: ....1932 Ford
Size: 18-inch
Rim width: 7.5-inch
Tire: ....Metzeler
Brake: ....1946 Ford, Buick drum
Photos: ....Aaron Stevenson

Bikers doing good for the N.Y.C.F.D. on the 9-11 Memorial Run. —*Steve Richardson, Belding, Mich.*



Rob, the legend of the Flamin' Beard, on his 1990 Fat Boy. —*Rob Willard, Highland, Mich.*

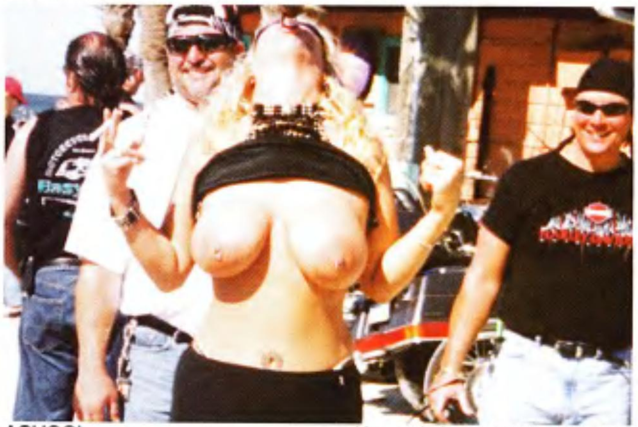
Righteous rigid shovels rule! —*Sinwear Jeff, Cincinatti, Ohio*



Love in the bush? —*Dan Valperga, Finleyville, Pa.*

The brave and the barechested. —*Tony Mancini, Chicopee, Mass.*

Biker family reunion. —*Katmandu, Port St. Lucie, Fla.*



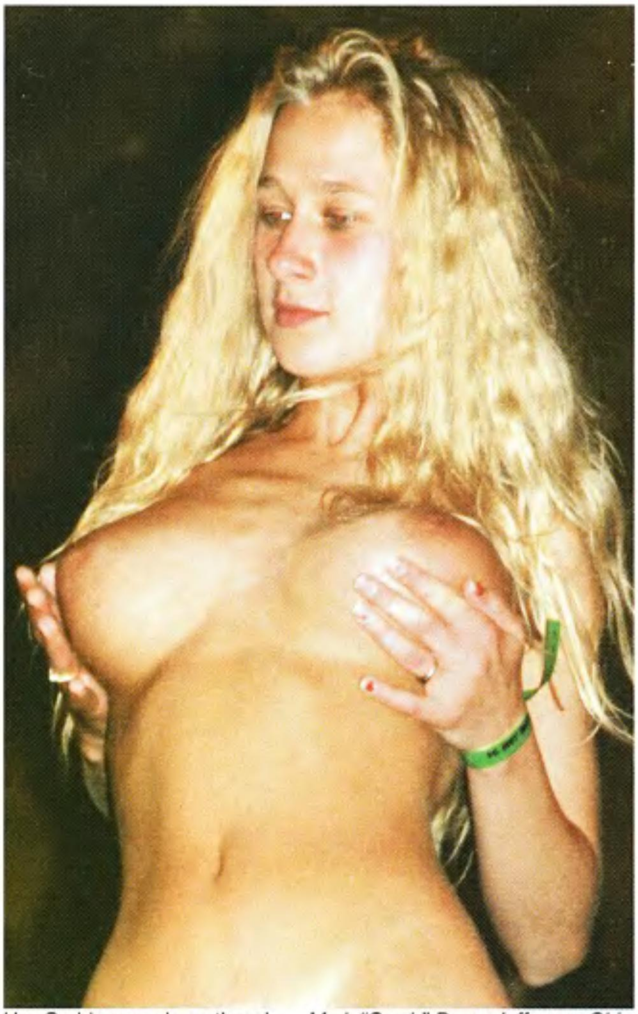
ACHOO! —*Kenneth Smith, Holly Hills, Fla.*

Objects in mirror are closer...SHIT! —*Carl Pethybridge, Indiantown, Fla.*

Bars to the stars and wedded bliss. —*Nate Ullrich, Clinton, Iowa*

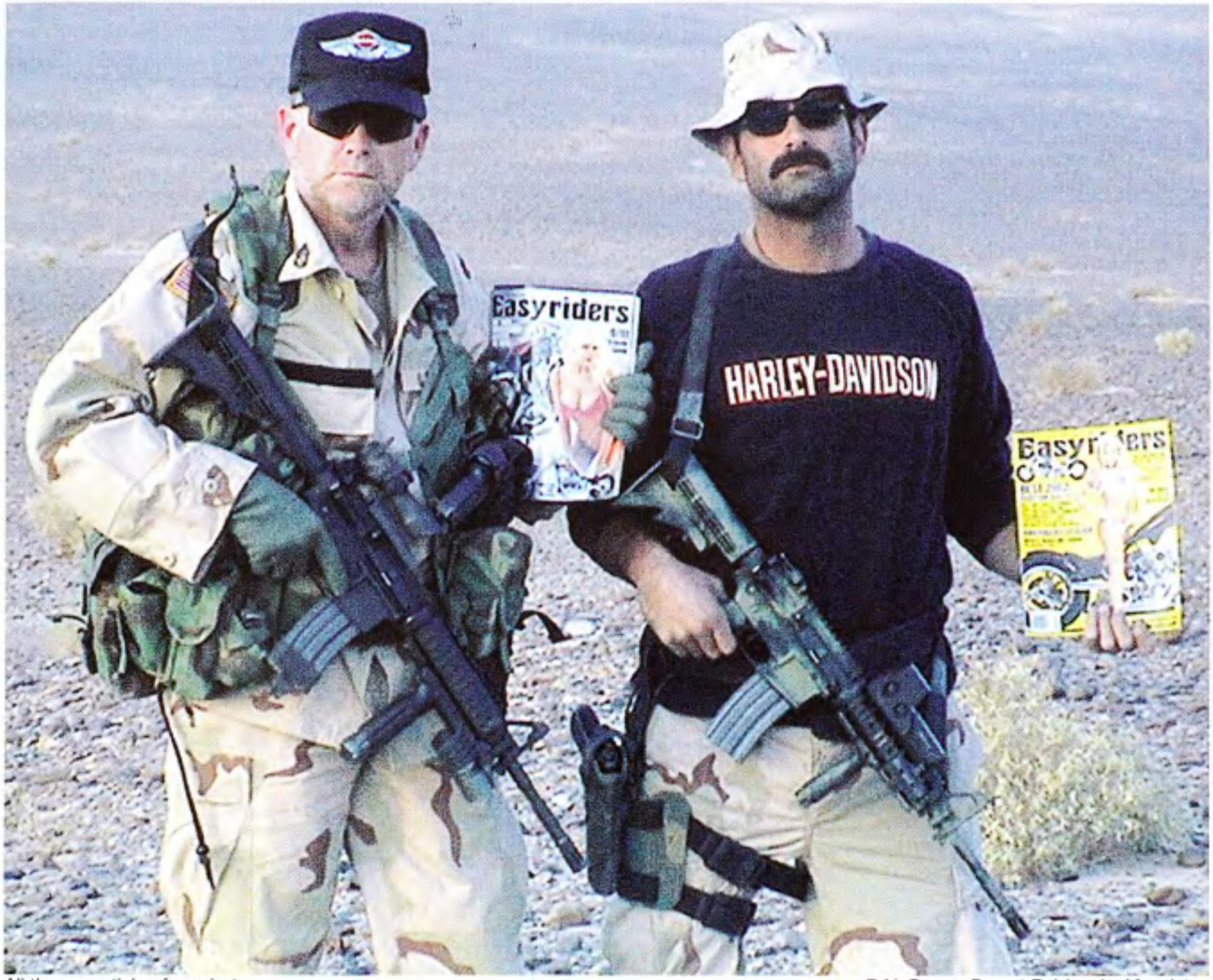
Beaded boobies. —*Tony Mancini, Chicopee, Mass.*

Campin' in style. —*Cory Miles, Omaha, Neb.*



Hey Saddam, we have these! —*Mark "Crash" Dean, Jefferson, Ohio*

The rust brigade. —*S.F.C. Simon Edwards, Russian Boneyard*



All the essentials of combat. —*R.N. Soucy, Desert Raiders in Afganistan*

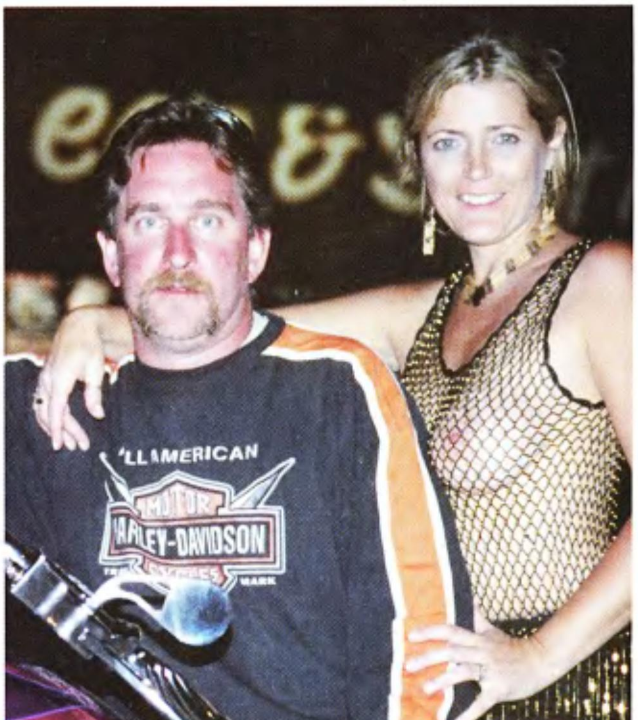
The Masked Avenger and Muffy. —*Teddi S., Loch Lomond, Calif.*

Hands up! —*Allan Rochester, Clinton, S.C.*

Two seconds before the "Bridge Out" sign.... —*Robert Weidner, Green Bay, Wis.*

Mr. and Mrs. Terry Wiles on a Harley honeymoon. —*Ray Owens, Welcome, N.C.*

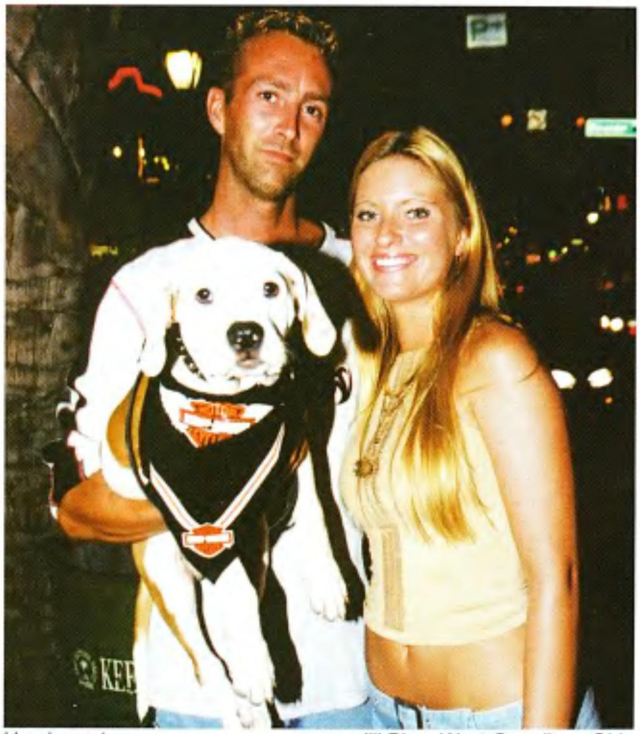
Oooo mama! —*Frank Lewis, Winter Park, Fla.*



"Look what I found in my net." —*Glenn Getman, Reseda, Calif.*

The Reading Motorcycle Club is home sweet home. —*Joe Dell, Bernville, Pa.*

Catwoman returns. —*Rick Koury, Merritt Island, Fla.*



Hog hound. —*Jill Ring, West Carrollton, Ohio*

Bros with Buds at Pub 44. —*Bill Welch, Lexington, Ky.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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Something Wicked This Way Comes

INDEPENDENT CYCLE'S WICKED CUSTOM

After a nod to Ray Bradbury for this story's title, we have to clarify that there's nothing "soft" about this Daytec-framed pavement scraper from Independent Cycle Inc. (ICI). They call it "Wicked" and the name obviously fits. Wicked fast. Wicked loud. Wicked low.

When we hooked up with ICI's Jesse Jurrens, he had just come home to Rapid City, South Dakota, from the V-Twin Expo in Cincinnati, so we asked him what he thought was especially cool at the big show. He laughed and said, "Our new frame. We just came up with a chassis with a primary stretched 2 1/2 inches with a radial backbone

and downtubes in the front. It'll take a 300 or bigger tire because the rear section is an inboard design with the swingarm pivoting on the outside. We call it the Legend Low-Life."

The "Legend" part comes from Legend Air Suspension, a subdivision of ICI. Naturally the Wicked bike is equipped with Legend's advanced suspension system, but the project began with the gas tank. As Jesse explains, "I really wanted to do something with that style. I hadn't seen anything like it before. I just wanted that real flat look, so I got hold of Don at D&D Metal. I had the chassis prepared so I drew a pattern and made a flash blueprint, sent it over to Don, and he made the tank up for us. Then we took a set of Fat Katz fender blanks and trimmed them to our specs to put together the bodywork." As for the super svelte look, Jesse says that his ICI teammates Dan and Boomer had a lot to do with massaging the metal while Martin Brothers covered it all with out-of-this-world House of Kolors galaxy grey.

Jesse relied on a number of ICI custom components including their Gothic wheels, trees, top motor mount, custom bars, foot controls, rear axle covers, and pipes. One of the trickest elements was the drive-side brake assembly. Says Jesse, "Nobody really had one yet. Everybody more or less was modifying Daytec's and others which is fine, but we were very excited to make up our own using our products."

As for performance, Jesse estimates that with the headwork and cam, the 100-inch S&S is pumping out 110 horsepower. "With those pipes it sounds like a Top Fuel drag car because it really pops." That radical velocity stack is from Radial in England. Instead of the teardrop or conventional head breathers, they're built into it so that it takes the excess oil and burns it back through the carburetor. It's also threaded so you can take off the big cone and go to a filter or a short stack.

As to ICI's philosophy Jesse explains, "Our goal is to build five to 10 bikes a year, mainly for advertising purchases and then for sale afterwards." Jesse adds, "Our focus is the development of our product lines rather than to be labeled as a bike builder per se. It's just a passion I've got, and always been into it since I was 17."

Many of the products seen on Wicked are available through ICI, which is now primarily concentrating on the growth of their suspension product line. By next season, we'll be seeing their brand-new Low-Life frame in a rolling chassis program with wheels and front ends. Jesse says, "We had the professional bike builder in mind when we designed this chassis, and it will give bike builders a different canvas to work on instead of the typical Softail chassis or its variations." In the meantime if you check out their Web sites you'll see several other wicked looking bikes from ICI with more to come.

You can call Jesse at 605-737-4200 or visit www.independentcycleinc.com and www.legend-airride.com.

—Paul Garson

Owner: ....Jesse Jurrens
City: ...... Rapid City, South Dakota

General

Designer: ..Independent Cycle Inc. (ICI)

General

Fabrication: ......Independent Cycle
Year and make:....2002 ICI Custom
Model: ....softail-style
Assembly: ....Independent Cycle
Time:...............................9 months
Chroming:..............New Dimension

Engine

Year:.......................................2002
Model:.....................................S&S
Rebuilder: ....Downtown
Ignition:.................................Crane
Displacement:......100 cubic inches
Lower end: ....S&S
Balancing:......................Downtown
Pistons: ....S&S
Heads: ....Pro-Stock
Cam:.......................................Sifton
Lifters: ....JIMS
Carb(s):...........................Mikuni 45
Air cleaner:..............................none
Pipes: ....Martin Bros./ICI
Mufflers:.................................none

Transmission

Year: ....2001 Baker
Modifications: ....n/a
Shifting: 6-speed

Painting

Painter: ....Martin Brothers
Color/Type: ....galaxy grey
Special paint: ....all of it

Frame

Year:.......................................2002
Builder: ....Daytec
Type: ....softail-style
Rake: ....38 degrees
Stretch:.............................2 inches
Shocks: ....Legend Air Suspension
Modifications: ......drive-side brake

Accessories

Bars: ICI
Risers: ICI
Handlebar controls:....Performance Machine
Fenders: ICI
Headlight: ....Arlen Ness
Taillight: ....Billet 4-U
Speedo: ....no
Dash: ....no
Front pegs: ICI
Rear pegs: ....nope
Gas tank: ....D&D/ICI
Oil tank: ICI
Oil system:.................................ICI
Seat: ICI
Mirrors: ....Performance Machine
Grips:..ICI

Forks

Type:..................ICI/Sullivan lowers
Extension: ....no
Builder: ICI
Special Features: ....ICI trees

Wheels

Front

Size: ....21 inches
Wheel: ....ICI Gothic
Tire: ....Metzeler
Brake: ....PM/ICI

Rear

Size: ....18 x 9
Wheel: ....ICI Gothic
Tire: ....Metzeler 240
Brake: ....PM/ICI

Photographer: ......Michael Lichter

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FoxHunt

Meet January's Winner

Your Janurary Fox Hunt winner, is none other than the lucious Lucy L'Vette. Spotted at one of *Easyriders* Fox Hunt Contests during Myrtle Beach Bike Week, Lucy won there for a chance to enter the contest in the magazine. So, we snapped some shots of her and entered them here. You folks liked it so much, that Lucy was the runaway philly. Now, by no means am I calling her a horse, except...well, it's just...GAWDDAMN, check out her legs! Holy shit! Maybe that's why Lucy has also been seen in mags like *Leg Show*, *Leg Action* and *Leg Sex*. Well stop drooling all over yourself here. Flip over to Page 98 and see her posed on Stephen Bonsignore's Bikers Boulevard Chopper, shot by our Southern connection Aaron Stevenson. If that still isn't enough (and I have a feeling it won't be), check her out on her very hot Web site at www.lucylvette.com. —*Craven Morehead*

Innocence—South Carolina

#601

"I'm still waiting for my first ride on a Harley. But, now that I'm old enough and away from mom and dad...."

BJ—Massachusettes

#602

"I remember it being a 'pay for play' situation. First he gave me a ride on his bike...then I gave him a ride. Pretty fair trade."

Bridgette—Arizona

#603

"It was such a turn on! We went roaring through the desert and I knew this life was for me."

Leslie—Texas

#604

"My first ride was so enjoyable. I realized that it was more than a ride...it's a lifestyle."

Tracey—New Jersey

#605

"My first ride was with my husband on his Softail. I love Harleys and love to wrap my arms around a big strong man. Freedom and play all the way!"

Dione—New York

#606

"My first ride on a Harley, with the wind in my face and the ground speeding past my feet, made me feel free and strong."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #360 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes May 1, 2003. The voting deadline for this month's crop of cuties is May 31, 20031. We'll announce the winner in the October 2003 issue.

Here she is, your February 2003 monthly Fox Hunt winner, Adrian, Number 201, from somewhere in Northern, California. Come back next month and see a lot more of her next issue.

360

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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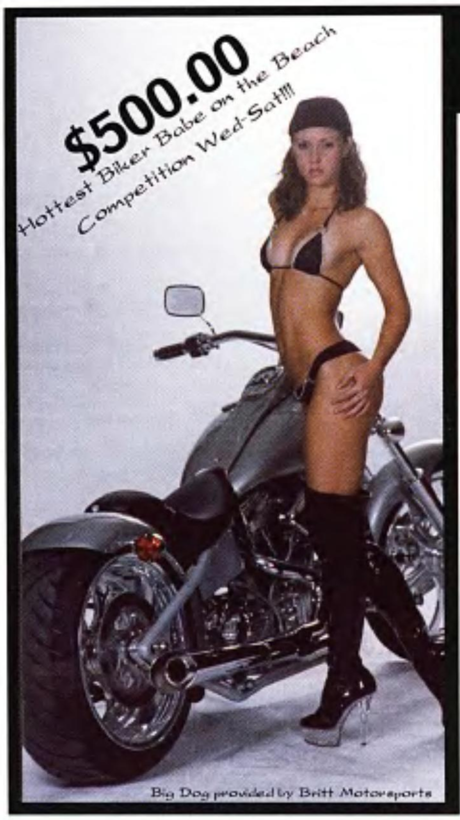

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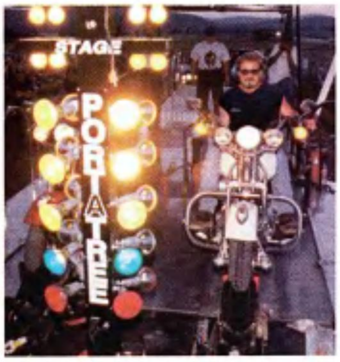

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2pm-until

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THE ULTIMATE REDNECK

GENERAL LEE

More than many places in this land, folks from the South respect and choose to remember their heritage in a lot of different ways. They take pride in the moonshine runnin', old-timey ways of their elder kin and are prouder than hell of their local heroes—the stock car racers. Many of the original legends of the dirt tracks that dot the landscape throughout the south learned their fast drivin' ways from outrunnin' G-men who were tryin' to cut the flow of the fire water brewed up in them hills.

Hell, they even made a TV show that smothered us with cutoff shorts-wearin' hardbellies in a program that was based on the antics of the residents of small southern town. *The Dukes of Hazzard* centered around two country boys and their competition orange muscle car—the General Lee.

Ford Stell and Danny Bralley of Chrome Specialties decided to use that car as the inspiration behind a fun new project bike using that noble Southerner, the General Lee itself, as an inspiration.

To capture the flavor of days gone by, a Pandemonium motor was chosen as the heart of the project. At 98 inches, this Keith Ruxton-prepared mill has the potential for outrunnin' errant law men bent on jailin' some of them good ol' boys jus' fer havin' a li'l fun...can you imagine? There's a RevTech 6-speed hidin' out behind the motor, givin' ol' Ford plenty of low gearing for fast getaways and plenty of top end for evadin' high-speed pursuits.

While Keith was preppin' the mill, Ford and Danny got a hold of an '02 Chrome Specialties Getting High frame that's got 8 inches of stretch up and 5 out. With 42 degrees of rake in the frame, a set of Pat Kennedy trees helped keep the trail in line so that 14-over tubes from Frank's could be used, without the ol' flop. Some blacked-out waterfall lower legs complete the look of the forks, and

Chrome Specialties

Chrome Specialties
01
Easyriders

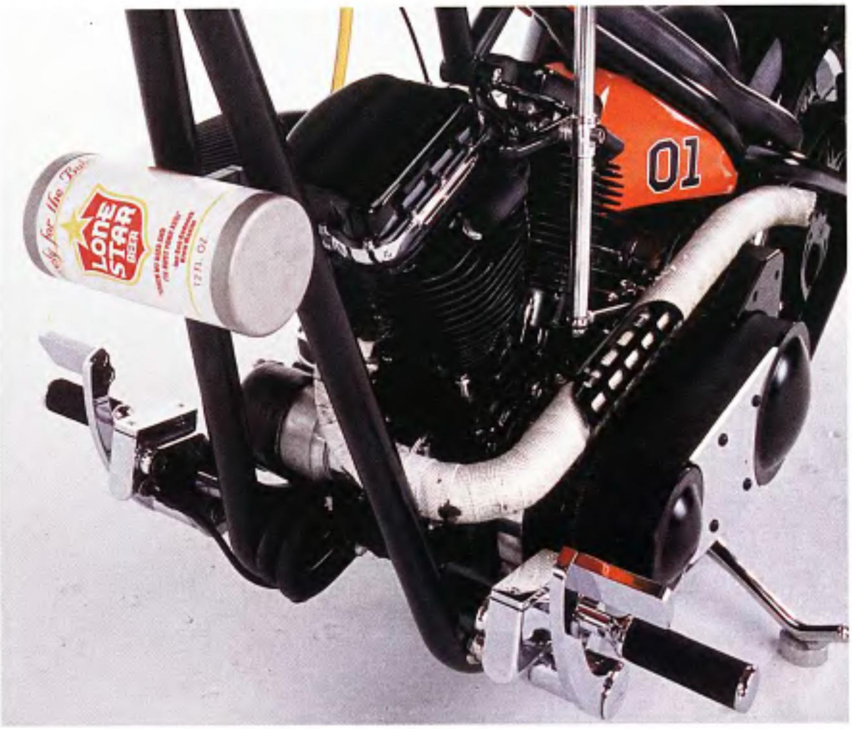
it keeps the black and orange theme flowing from the front to the back.

The General is shod with a fatass rear wheel and a skinny 21 in the front—a biker's version of the muscle cars of the '60s and '70s— and has a single rear brake for slowin' down.

Ford and Danny fabbed lotsa the parts on the General, like the pipe-wrapped exhaust, Lone Star-topped shifter, tag bracket and motor mount to name a few pieces. The paint and molding chores that really give the machine its identity were handled by MPH Color. Dallas Leather stitched the barely there perch.

With the machine up an' runnin' all the boys gotta do is fly low and keep an eye on them li'l hardbellies in cutoff jeans—long live the South!

—Boxcar



Owners: .... Them Dukes
City: .... What's a city?

General

Fabrication: .... Ford Stell, Danny Bralley
Year and make: .... 2002 Special Construction
Model: .... General Lee
Assembly: .... Ford Stell, Danny Bralley
Time: .... 4 months

Engine

Year: 2002
Builder: .... Keith Ruxton
Ignition: .... Mallory
Displacement: .... 98 cubic inches
Cam: .... Andrews
Carb: .... S&S
Exhaust: .... Ford Stell, Danny Bralley

Transmission

Year: .... 2002 RevTech

Painting

Painter: .... Preferred Paint & Powdercoating
Color: .... black and orange
Special paint: .... Competition Orange

Frame

Year: .... 2002 Getting High
Type: .... rigid
Rake: .... 42 degrees
Stretch: 8-up, 5-out
Shocks: .... are you kiddin'?

Accessories

Handlebars: .... LA Choppers
Risers: .... yup
Handlebar controls: .... throttle only
Fender: .... Redneck Engineering
Headlight: .... Chrome Specialties
Taillight: .... Chrome Specialties
Speedo: .... hell no!
Pegs: .... Hurst
Foot controls: .... Hurst
Gas tank: .... Redneck Engineering
Oil tank: .... Redneck Engineering
Seat: .... Dallas Leather
Mirrors: .... Chrome Specialties
Grips: .... Paul Yaffe Originals
Oil system: .... dry sump

Front end

Type: .... telescopic
Builder: .... Kennedy/Doss/Frank's

Wheels

Front

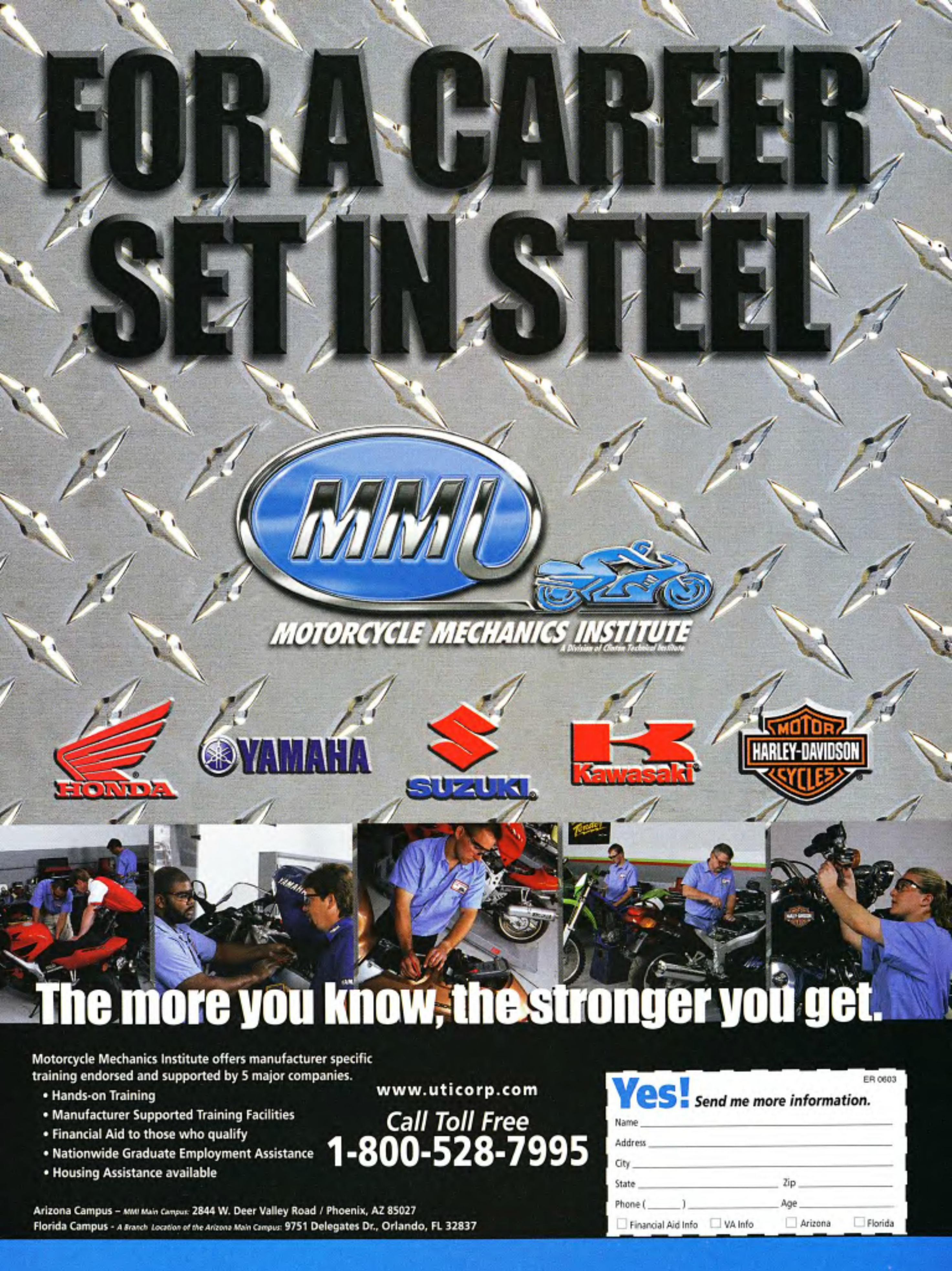
Wheel: .... Chrome Specialties Revolver
Size: 21-inch
Tire: .... Avon
Brake: .... it's a chopper

Rear

Wheel: .... Harley-Davidson
Size: .... 8.5 x 18-inch
Tire: .... Avon 250
Brake: .... HHI

Photos: .... Mark Langello

DAMN IT, WOMAN!! FOR TH' LAST TIME... TURN OFF YER VIBRATOR!!
ZZZIIIT!
ZZZZIIITT!!
Zenith
TV GUIDE
THUNDER 2K2



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A. EASYRIDERS CHROME EAGLE PATCH
These patches are richly embroidered and feature a classic retro logo that will enrich any item you place it on. Available in two sizes.
180112 -Large (15" x 4")
Was $14.95 *Now Only* $3.95*
180110-Small (4" x 1/¼")
Was $2.50 *Now Only* $0.95*

B. ZAP DRAGON SHIRT
Here is a shirt straight out of a tattoo parlor. The dragon design is tattoo inspired. Today's look and this great price make it a steal!
1735 Sizes MD, LG, XL, XX, XXX
Was $34.95 *Now Only* $18.00*

C. HAWAIIAN SHIRT
A motorcycle Hawaiian print shirt? Yes, and it's made of 100% cotton and has an open pocket on the left chest.
7306 Sizes MD, LG, XX, XXX
Was $49.99 *Now Only* $18.95*

D. LADIES HAWAIIAN SHIRT
Hey, why should the men have all he fun? This shirt mades a great conversation piece and it's Hawaiian-motorcycle pattern is unique and will set you apart from the crowd.
7321 Sizes SM, MD, LG, XL
Was $29.95 *Now Only* $13.95*

E. NO COLLAR DRESS SHIRT
This is no traditional dress shirt. With its unconventional style, it says you can do your own thing. Subtle embroidery all over and color on color embroidered bikes decorate the button area. Available in two colors.
9152 Black • 9159 White
Sizes MD, LG, XL, XX, XXX
Was $39.95 *Now Only* $13.95*

F. EASYRIDERS SKULL LOGO CAP
This gray baseball cap features a snap closure at the back and a richly embroidered original skull logo on the front.
300357 Was $19.95 *Now Only* $5.95*

G. SPAGHETTI BANDANNA TOP
Tried and true bandanna print sets the pattern for 4092 Red • 4090 Black • 4091 Navy
Sizes SM, MD, LG, XL
Was $19.95 *Now Only* $6.95*

H. SPAGHETTI TOP
This top gives new meaning to "hanging by a thread." It is made of cotton with elastic running through to give it that puckered look. It's a perfect top for a bright sunny day or warm evening.
3960 Black • 3961 White • 3962 Red
Sizes SM, MD, LG, XL
Was $16.95 *Now Only* $4.95*

I. BUTTON UP HALTER
Well, if it worded for Marilyn Monroe it can work for you. This is one of the most flattering looks in ladies tops. The added bare back with ties makes it feel like a custom fit.
3964 White • 3963 Black
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J. PLAID HALTER TOP
This comfortable halter has every feature to enhance your figure. It is made of 100% cotton and it is machine washable. We think it's a wardrobe winner.
3950 Sizes SM, MD, LG, XL
Was $24.95 *Now Only* $6.95*

G

H

I

J

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REGISTRATION BLUES

Appraised value. EPA certification. Manufacturer's Statement of Origin (MSO). These are a just a few of the terms you'll need to become familiar with in the world of custom bike building. It used to be that you could throw some parts on a frame, find a motor and trans, add a seat and you were ready for the highways and byways of this great land of ours.

Well, times have changed my friend and so have the laws. The Safetycrats (you know, the folks in the legislature trying to protect us from ourselves) have managed to levy a bounty of new laws and regulations against the custom bike builder of today. Some of those builders are up front with you some are not. What follows is a lesson-learned approach to getting your new custom bike registered.

Naturally, every state is different in deciding how to register and insure special construction vehicles. All the information here is a consensus of info garnered from everywhere. So let's define a special construction. Simple. If it ain't in the Kelley Blue Book or NADA (National Automotive Dealer's Association) consumer books…it's a special construction. Also, if you "customize" your Harley-Davidson by changing the frame or replacing the motor…it's now a special construction. There are many more examples, but you get the idea.

So, what do you do to make sure your builder is listed? Easy. Those people building bikes that come with a title, all have a Manufacturer's License. These are mostly going to be companies like Big Dog, American IronHorse, and Panzer to name a few. These guys have put out the time, money and effort to have their bikes tested and approved by the DOT, EPA, CARB and every other government agency that needs initials because their names are too long. And...their name is in the book!

With those builders you can take your new bike right down to your local DMV, pay the money contact an insurance company and ride off into the sunset. But what do you do if your builder doesn't have this setup? Hope you have all your information together.

First, is declaring the make and model of this bike. Remember what we said about builders having licenses and such? Well that may not work in your favor. See the DMV may not have them listed. So, even though it may say Joe Blow's Chopperworks on the title, there may be a code that classifies it as a special construction.

Now, if you do make it a special construction, how do you keep it from being gone over with a fine-toothed comb? That's easy. You built this bike yourself! That's right, by yourself. Now, in California, in order for you to manufacture bikes in quantity, you need a manufacturer's license. It's probably a good idea to get all the other licenses as well. However, you are just an "enthusiast." A "hobbyist" so to speak. As long as you can prove that you built this yourself, the hassle is less at the DMV.

Again, In California, the Safetycrats don't expect you to be able to build this by yourself. Unless you are a complete Jack-of-all-trades—engineer, metal fabricator, painter, etc., they expect you to take this to someone to "help out." Keep this in mind, because at some point you may be asked, "Who built this bike?" What you answer next can make or break your deal. If you say, "I did," chances are you're bike is going to be inspected, tagged, and registered. Again, depending on the state you reside in, this may vary.

If you answer, "Joe Blow Chopperworks," be prepared for a much more thorough inspection. Seeing as a "builder" did the work, it's assumed they were more thorough in building the bike and have met all the Department of Transportation (DOT) and Environmental Protection Agency (EPA) requirements. Learn when to keep your mouth shut and just say, "I built it myself." Besides, the fun is just beginning.

We could go on for days about the regulations in California. Just because you built it yourself, did and said everything you were supposed to, and were given a plate, tags, and temporary title and registration at the DMV, this still doesn't mean you're out of the woods. The wonderful folks at the California Air Resources Board (CARB) may have a thing or two to say about this bike and it's quite possible you could be asked to get this bike out of California.

There's just no way around it. California has the toughest EPA laws on the books and, as witnessed recently, the EPA is now trying to get all the states to go by California's standards. Do you see why it's important to get involved in a motorcyclist's rights organization? Yeah, fighting helmet laws is important, but if they take our bikes away, helmets are a moot point!

Anyway, if CARB grabs your bike, you're pretty much screwed. You can fight with them, but there is no stay of execution. In other words, if they tell you that you have 30 days to surrender the license plate and tags—they mean it. After that, your registration is suspended and you risk the possibility of having your bike impounded. Don't even get me started on how much that costs ya. There are, however, a few exceptions.

Now remember, the following applies to California and may not work in other states. If you used a motor, which has been deemed a "replacement" motor by the State of California, CARB will be more lenient. What's that mean? Well, several years ago a few companies saw the problems the EPA was creating and got their motors certified as replacement motors for stock applications. Since the list of these manufactures varies, it's just a wise idea to contact CARB before you start this project. Get enough info from them to do this right, but don't raise a red flag.

Now, let's say you've dotted all your "I's" and crossed all your "T's" and are ready for registration. You'll need every receipt you never wanted to keep. You absolutely need to have three MSOs: one for the trans, one for the motor and one for the frame. You'll need to have the bike inspected by either the DMV or police, depending on where you live. As this varies from state to state, understand this: Most vehicles need/are required to have a headlight, taillight, turn signals and a speedo.

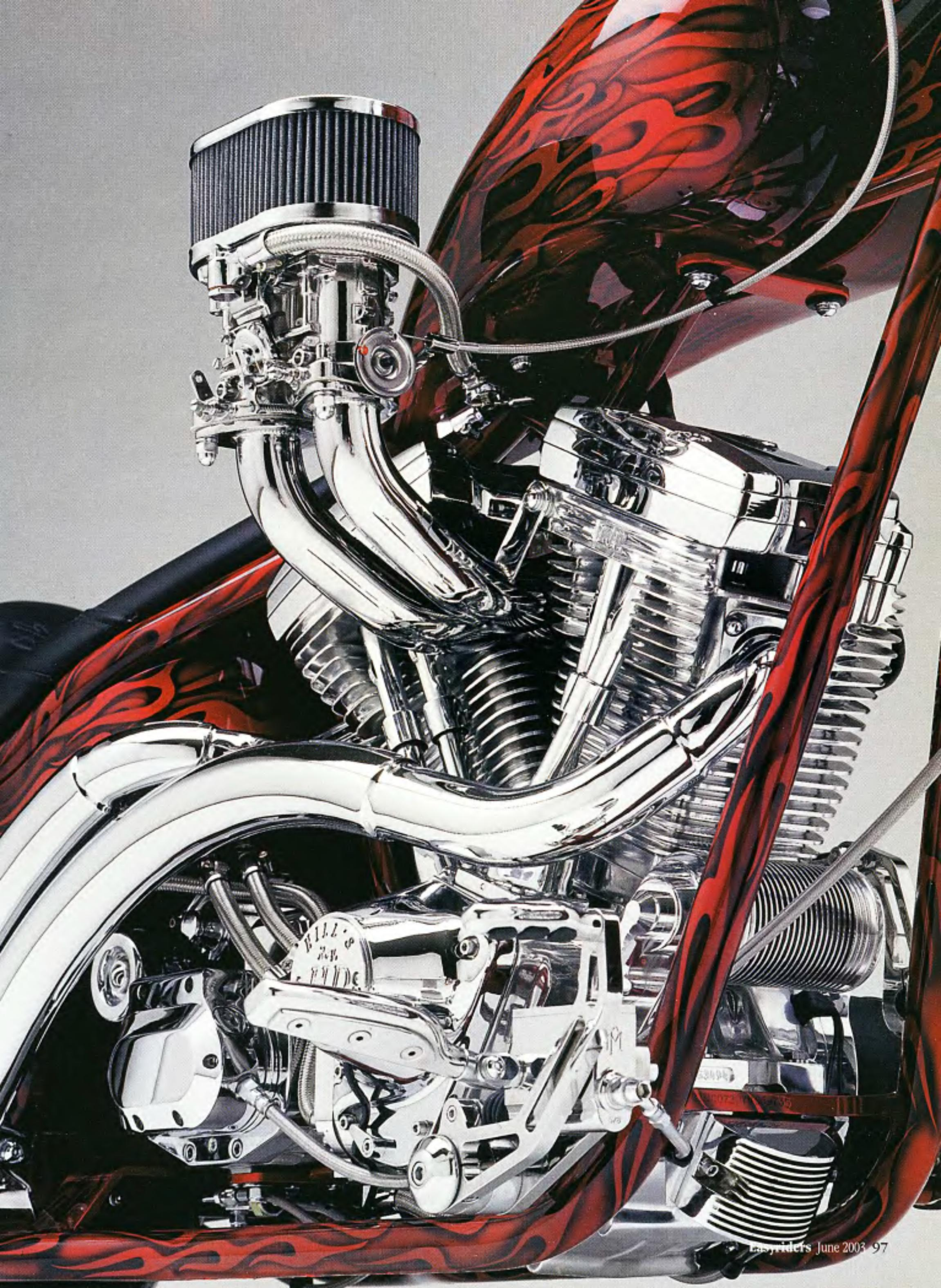
Now, figuring that your bike has passed inspection, with your new mountain of paperwork, you'll need to declare how much you've paid for this treasure and also declare a value. The DMV will now allow you to pay for the privilege of operating your masterpiece.

Again, if a manufacturer built this bike, hassles are minimal to non-existent. If you are going to build one yourself, do all your homework first. Don't skip through it and hope for the best. You'll wind up with more headaches than the bike is worth. If you're going to a "custom bike builder," ask questions like, "How is this going to be registered?" Or, "Can I get it registered in this state?" Make sure you're not throwing down $40,000 to $60,000 or more for a bike you can't ride or insure.

Now, as far as bringing a bike into California? Be prepared; many states are not as strict. California requires that you have a minimum of 7,500 miles on the bike before you bring it in. But wait, there's more. The bike has to have the required mileage before your name gets placed anywhere on that title. And, you need to be able to verify the mileage.

OK, you have everything taken care of regarding the registration of your new baby and you need insurance. Simple? Maybe. Get everything you want to feel safe and secure? Probably not. Next, we'll take you through the trials and tribulations of one custom bike owner's nightmare experience with the whole process and give you more information on how to get this bike on the road with minimal hassles.

—Scott McCool


BILL'S
M.E.

BIKERS BOULEVARD HAS FEW POINTS TO PONDER

SPIKE

We've thought about it and now it's your turn. What was Steve Bonsignore and the crew at Bikers Boulevard thinking when they put all of these shiny, spiky things in strategic locations on their smooth and flowing white wonder bike? Maybe it was something to keep undesirable Lex-ass cagers from rubbing their latte-stained, cell-phone-dialin' fingers on it. The only answer we could get from them was that these here spikes look real dang cool. Help us figure it out.

Since 1997 Steve and Deborah Bonsignore have been rumbling rigid-framed custom rides out of their shop and over the streets of Raleigh, North Carolina. With skill, talent, and a show of class that you'd only expect from their local Duke University Blue Devils, the Bikers Boulevard team of 10 has pulled together and turned out this fine example of what can happen when they play together.

In June of 2002, the theme of putting points on the end of everything was decided on, which kept their general manager and parts queen, Karen Meyrick, very busily cracking the whip to get this party started. Parts manager John Vergamini lined up a Rolling Thunder frame on the bike lift, and all of the needed frame mods were mapped out by Jay Jarman, who quickly became the heart and soul of the bike they now call "Spike."

The frame geometry had to be matched to the Midwest lowers and Accutronix raked trees. Along with Neptune wheels from Carriage Works, these parts worked together like poetry in motion to level everything out and make it trail like a blue tick hound.

Could Jay have imagined all of the volunteer hours he was going to put in off the clock? He was not alone. In the game of building this bike, everyone got a chance at the free throw line.

A polished TP Engineering 107-inch mill was hefted into its cradle and the Mikuni carb was polished out to look like a mirror by shop monkey Mark Rose. Meanwhile, Jay was back at the fabrication station bringing everyone's ideas for fender shaping into form. Keith Cornelius joined the team smack dab in the middle of September. He has about a hundred years of experience. Some of it even has something to do with building custom motorcycles. All of the insanity necessary to come up with that "sanitary" look had to come from somewhere.

When everything was mocked up as one unit, sales manager Kevin Loewe came in and immediately noticed how the bottom of the trees looked unfinished. We're wondering if he knew the extra spike-shaped axle cover had a predestination. Kevin suggested mounting it under the tree, which really "made" the front end. Jimmy at Jimmy G's Custom Design got hold of it after it was taken apart for some fine molding and paint work that looks like satin when the sun hits it.

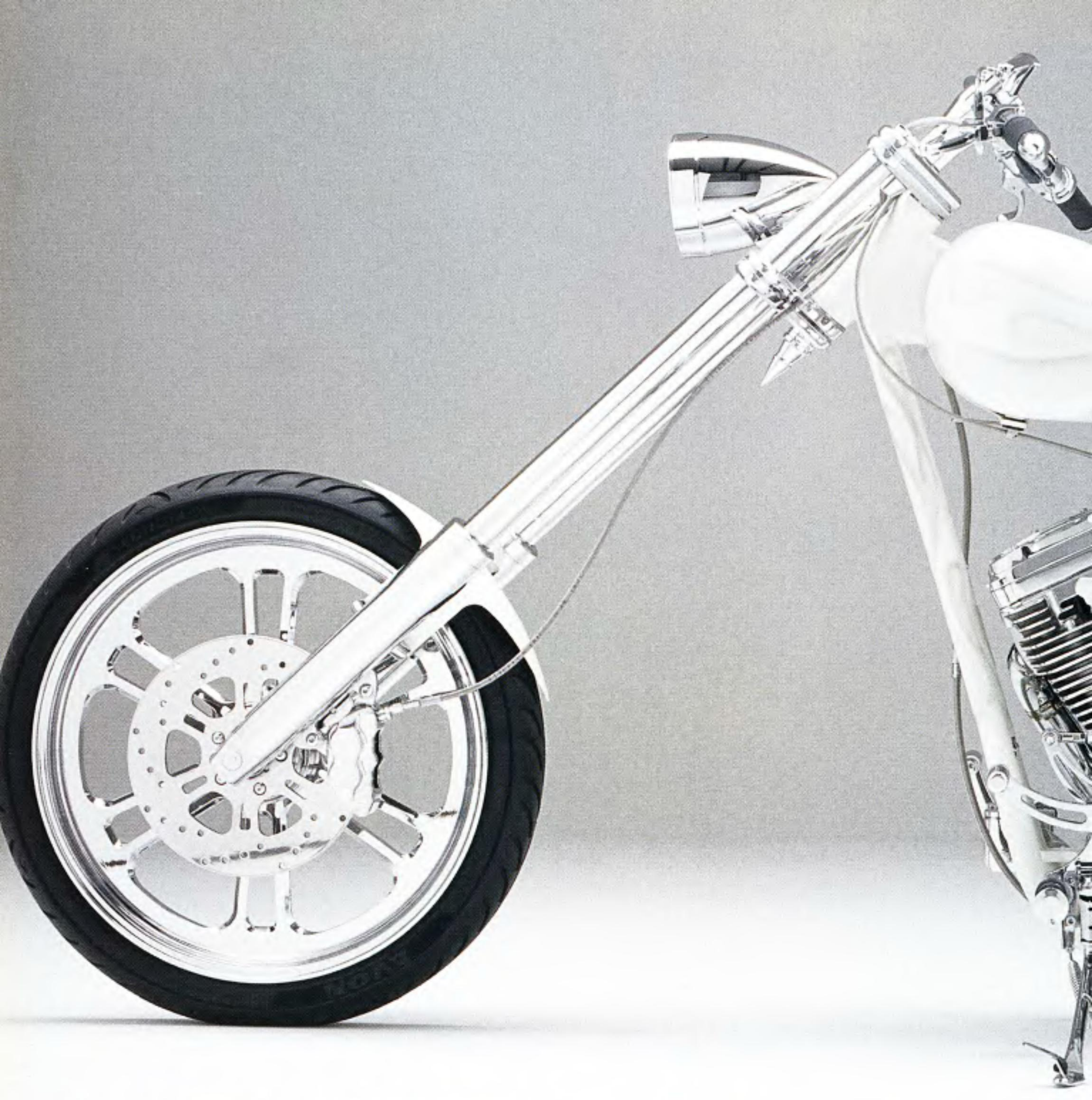
While it was out for paint, the ideas and money kept on flowing. D&M Custom Cycles supplied a Spike Power Flow kit, and Jay made a bracket to mount the kit to the air cleaner. Keith made a fiberglass seat pan and sent it out to High End Seats who stitched some points into the seat cover.

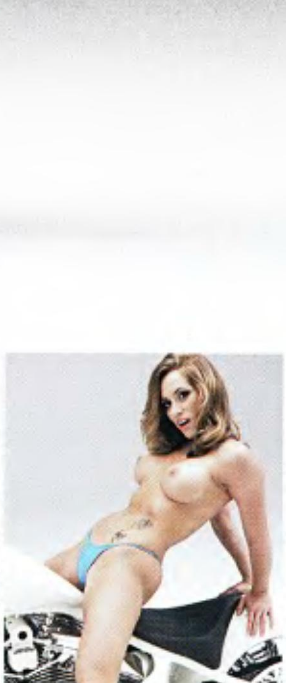
How many points will it take to win the game? Speaking of points, this month's Fox Hunt winner, Lucy L'Vette has a few fine points of her own to add. Lucy is a feature entertainer with a heart of gold and legs that really make an ass outta themselves.

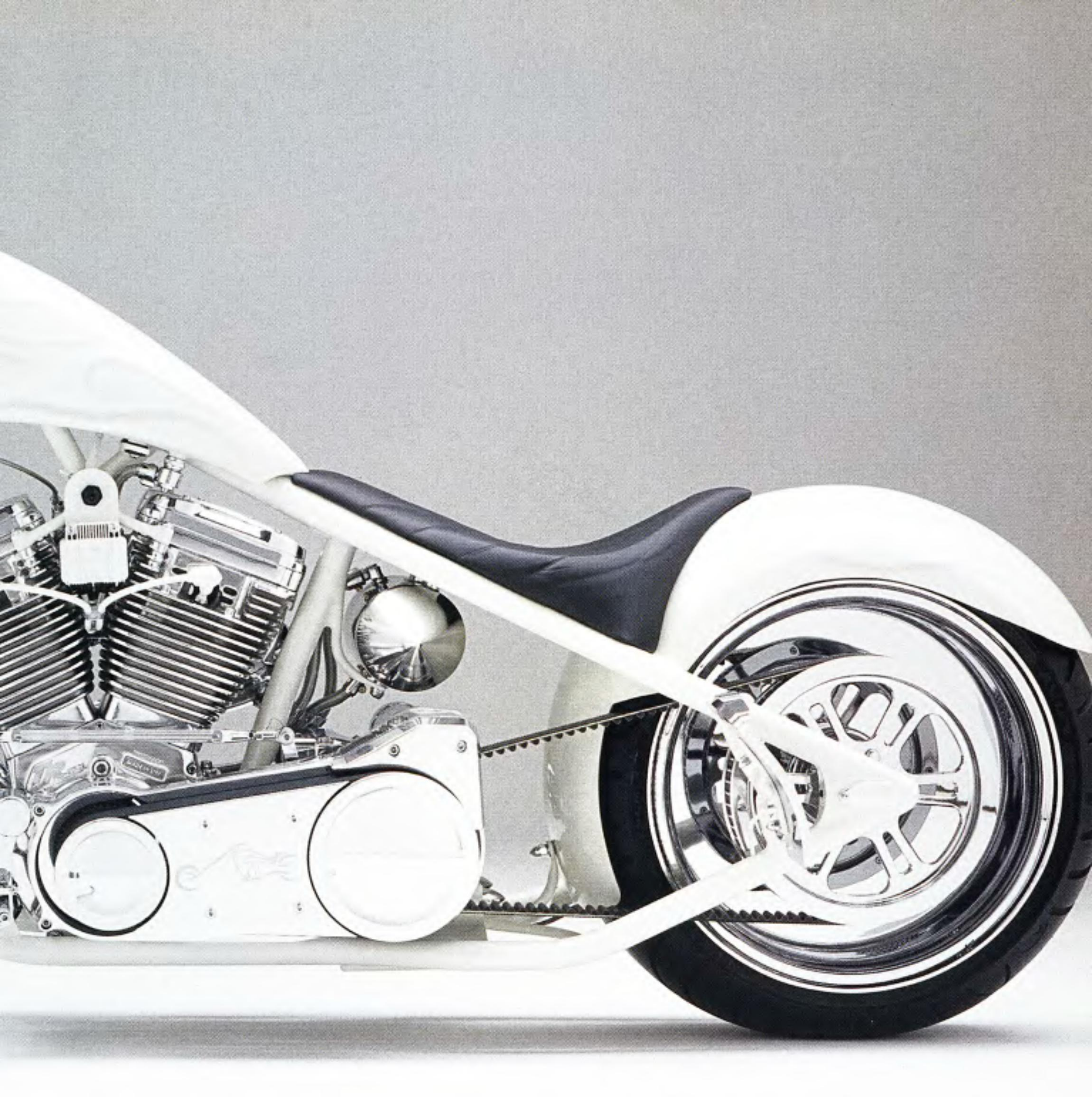
When we hooked up with Steve, Deborah had just given birth to their new daughter Nicolette. We had to describe the bike twice before he was able to get his mind back on bikes, but check out www.bikersboulevard.com for a picture of her and you'll know what he was thinking about. While you're there, peruse the service department page for some photos of Spike during the build.

Everyone at Bikers Boulevard has a right to be as proud of Spike as the Bonsignore's are of Nicolette. Our question now is, how do you top this?

—Cheesey Biscuit







Owner: ....Stephen Bonsignore
City: ....Raleigh, North Carolina

General

Fabrication:..Jay Jarman and Keith Cornelius of Bikers Boulevard
Year/make: 2003 Bikers Boulevard
Model:....................................Spike
Assembly:............Bikers Boulevard
Time:................................6 months
Chroming:............Bikers Boulevard

Engine

Year:..2002
Rebuilder: ....TP Engineering
Displacement: 107
Cam: ....TP Engineering
Carb:.........................Mikuni HSR42
Pipes: ....Paul Yaffe Crack Pipes

Transmission

Year/make: ....2002 TP Engineering

Painting

Molding: Jay Jarman and Jimmy G
Painter: Jimmy G Custom Designs
Color: ....pearl white
Type: ....House of Kolor
Special paint:....................Jimmy G Custom Designs

Frame

Year/ make: ..2002 Rolling Thunder
Type:...............................250 Rigid
Rake: ....42 degrees
Stretch:..........................6 up, 2 out
Shocks: ....none

Accessories

Handlebars: ....Billy Lane whiskey bars
Risers: CCI
Handlebar controls: ....JayBrake
Fenders: ....Milwaukee Iron front, Paul Yaffe rear
Headlight:......................Headwinds
Taillight: ....side mount
Speedo:....................Prefers Hanes
Pegs:...BDL
Foot controls: ....BDL
Gas tank: ....Independent
Oil tank: CCI
Seat: ....Bikers Boulevard/ High End
Mirrors: ....Arlen Ness
Grips: ....H-D/Bikers Boulevard

Front end

Type:......5-degree "wide" trees, 10 inches over extension
Builder:............Midwest/Accutronix

Wheels

Make: ....Carriage Works
Size: ....21 front/18 rear
Tires: ....Avon
Brakes:.......................................HHI
Photos: ....Aaron Stephenson

Don't Pierce Anything A Pirate Wouldn't

I've encountered enough freaks and weirdoes in my life that I can pretty much tolerate anybody. It takes a lot to bother me. I don't care if you want to wear a loin cloth, a pair of fuzzy slippers and a parrot on your shoulder, just don't talk to me in elevators or park across my driveway and we'll probably get along fine. Yet despite my open-mindedness I have a hard time accepting the whole idea of body piercing.

Piercing has a certain following in the two-wheeled community and I understand this. The fact that there are a lot of you out there doing it doesn't make it any less fucked up. There are a lot of people out there doing a lot of shit I wouldn't want to admit to, including those of you who insist on hauling your dog around on your scooter like some kind of fuckin' hood ornament. Leave the poor little bastard at home.

Sorry, I'm getting of topic.

Body piercing has been around in one form or another for thousands of years. It originated, I believe, because ancient man was pretty stupid and didn't know any better. For them, sticking sharpened bones into their anatomy was about the only entertainment they had other than sticking sharpened bones into someone else's anatomy. I'm sure if they could have come up with some other way to pass time back at the cave they would have, but TV was still centuries away and the women of the day were to homely for sex to be much of an option, so they pierced. What the hell, everybody needs a hobby.

Modern piercing was made popular by pirates who predominantly pierced their ears. Contrary to what most people believe, this was not a fashion statement. Pirates would hang gold from their lobes so that if they were killed at sea and washed up on the shore whoever found them was to use the gold to pay for a Christian funeral. I imagine this had limited results. Most people, having just found a dead pirate, would have been thankful his pillaging days were over, taken the gold and left his carcass for the gulls. Being a pirate was harsh work.

Today people will pierce damn near anything. No part of the body is off limits. Nose, nipples, bellybuttons, and even the most secret of areas all fall prey to the piercing needle. All in the name of fashion. Some people will even pierce their tongue.

Once you've pierced your tongue you've pretty much exhausted all forms of youthful rebellion. At this point you have no choice but to either slip quietly into the mainstream or become a violent menace to society. And being a menace can be a burden. It's hard to be threatening day in and day out. I'm just a regular working guy and that takes enough out of me. I imagine after a few months of hardcore menacing you'd be ready to slip into the mainstream just to get some rest.

I've always wondered how certain things work when you've got a pierced tongue. How do you eat with a tie clip banging around inside your mouth? Doesn't it get caught on food? What if it hits a filling? What if you snag it with your fork and rip it out? [*Insert scream here.*] I don't care how menacing you are, that's going to hurt.

I also don't understand the trend towards women piercing their belly buttons. Unless you use it to hang a bottle opener from, it seems kind of pointless to me. Wouldn't it just attract more lint to an already linty enough part of the anatomy? Or maybe that's just a man problem. My belly button attracts more fuzz than the lint filter in my dryer.

And this whole crotch-piercing thing, in my opinion, is the stupid by which all other stupids are judged. I, like most men, go through my life quite happy if nothing ever pierces my crotch. Actually, crotch piercing is something most of us try to actively avoid, along with crotch slamming and kicking. Any man who would request that someone hang an earring from his nuts should immediately receive shock therapy and possibly a severe beating. You come near my crotch area with a piercing needle and I guarantee one of us is going to die.

Even the socially acceptable act of piercing your nose has a dark side. It all seems so harmless now. You get a little stud punched through the side of your muzzle and suddenly your so cute all the boys just want to eat you up. What nobody tells you is that when you're 60 years old and your skin starts to sag, the little hole is going to turn into a third nostril. Not only will you be old, you'll also be scary and more than a little gross. Old people have enough trouble without having to worry about sneezing sideways all over the place.

Personally, I'm proud of the fact that I've got no holes other than the ones God gave me. I have never intentionally been pierced, although I did once step on a needle which drove into the fleshy area between my toes [*insert scream here*] but that healed up pretty quick and I never had the urge to stick a stud in the hole. Maybe I'm just a coward, but it just seems like with all the involuntary pain in the world it would be pretty stupid to go looking for it. I look at pain the same way I look at visits from my relatives. I don't want it to last too long and it's somehow easier to handle if it's a surprise.

—Greg White

"It's my wife! Try to look inflatable...."

DOES SIZE REALLY MATTER? *Of course it does!*

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The **MAGNA-RX+** *Penis Enlargement System* is the easiest, fastest and safest doctor-recommended way to add 2", 3", even 5" to your penis. In just a few short weeks, you and your lover will be amazed as you watch your penis become bigger, thicker and harder. No penis enlargement system, pump or pill is easier to use, works faster, or is more effective than the **MAGNA-RX+** *Penis Enlargement Formula.*

THE WORLD'S #1 PENIS ENLARGEMENT FORMULA

In the past year, demand for **MAGNA-RX+** has exploded as word of mouth spreads about what medical experts have called the world's most powerful *Penis Enlargement Formula.* Dr. George Aguilar has led a dedicated team of accomplished biochemists working in one of this country's most state-of-the-art pharmaceutical laboratories to create **MAGNA-RX+**. The result of their diligent, disciplined work is a proprietary, all-natural botanical formula for men, just like you, who want bigger, thicker penises... FAST!

REAL DOCTORS, REAL SCIENCE, AND REAL RESULTS!

See what thousands of satisfied men (and their lovers) have already discovered: **MAGNA-RX+** is the world's #1 best-selling *Penis Enlargement Formula* for one very simple reason: *IT WORKS!*

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Only **MAGNA-RX+** pills contain the exclusive, trademarked *Orgasmic Thrust Activation* process. Not only do **MAGNA-RX+** users report amazing increases in penis length and thickness, but they are also equally delighted by the unparalleled intensity, concentrated power and mind-blowing energy of their orgasms! And their very satisfied lovers love it, too!

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By using this proven formula daily, patients have dramatically increased their penis size by *2", 3", even 5" in only a few short weeks.* And, best of all, **MAGNA-RX+**'s breakthrough herbal formula is 100% natural and safe, with no known side effects. This clean, simple formula requires no prescription.

A 60-DAY SUPPLY LASTS A LIFETIME!

The **MAGNA-RX+** formula is so powerful, so effective and so complete, you will *NEVER* have to purchase more than the 60-day supply included in this special offer. Dr. Aguilar has focused on getting the best results as quickly as possible. That is the secret of our success! With the **MAGNA-RX+** system, you can *skyrocket 2", 3", even 5" in 60 days or less with nothing else to buy ever again.*

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Use the **MAGNA-RX+** *Penis Enlargement Formula* once a day for three to five weeks and you will:

- *Increase penis size by two to five full inches*
- *Enjoy a thicker, fuller penis*
- *Experience more confidence and self-esteem*
- *Satisfy your lover like never before*

BUY 1, GET 1 FREE (A $60 SAVINGS!)

Need another reason to try **MAGNA-RX+**? *How about 50% OFF our regular price!* **MAGNA-RX+** normally retails for $59.95 for a 30-day supply. *But if you order now, we'll include a second month's supply absolutely FREE!* Imagine being able to increase your penis size up to five full inches for less than a $1.00 a day!

WHAT DO OUR CLIENTS SAY?

ALL LETTERS ON FILE

"I've been using your product for two months now. I've increased my length from 6" to nearly 8-1/2"."
–WB, Washington, DC

"I was amazed at how effective it was at increasing length and girth from 5" to 6-1/2" in just three weeks!" –VW, Illinois

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–TM, Oklahoma

"I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more."
–RC, South Carolina

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The genius behind MAGNA-RX+ is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients suffering erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also the former president of his state's Society of Urologists. After more than seven years of diligent research and testing, Dr. Aguilar made the amazing discovery now known as MAGNA-RX+: a powerful, reliable, 100% natural, Penis Enlargement Formula.

Individual results may vary. These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treat, cure, or prevent any disease.

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Tests Prove: A Sex Solution For Men And Women!

This amazing pill gets everyone ready to go! The secret is an enzyme found only in certain grasses. It works on the libido centers of the brain. A manufactured, highly-concentrated dose of that enzyme has a pronounced effect on humans!

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Sativol was found effective in two research studies, proving it measurably increased horniness, erections, and pleasure.

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Motivate her with just one of these tablets (use as directed and with her permission), giving her intense sexual feelings in about five minutes. Best of all, the effect lasts for a passionate half-hour! You'll find the effect of these tablets is irresistible. Motivator will set her on fire! Thousands of repeat customers since first offered in 1989.

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Endurance in a bottle from Peter North (Matt Ramsey). "My private formula pills will inject incredible sex performance right into your penis." Known for his sexual endurance in take after take, he personally perfected highly-concentrated doses of ingredients to maintain his supercharged performances. You can have a sustained erection and climax control just like Peter. 87% of our customers reorder!

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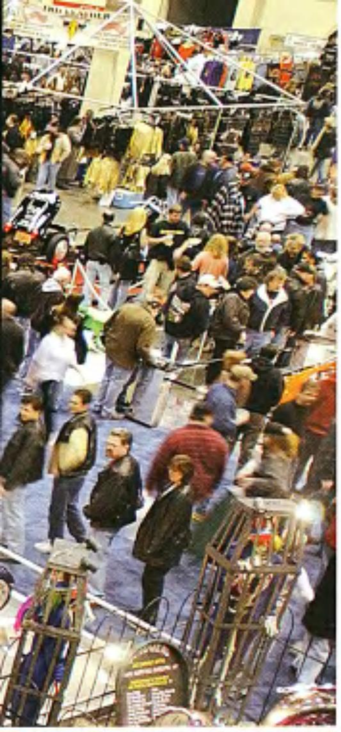
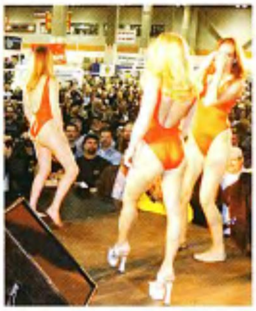
IN THE WIND
Easyriders

V-Twin



You know the old vaudeville saying, "The show must go on!" It's right up there with, "The smell of the grease paint, the roar of the crowd." (Or is that, "The roar of the grease paint, the smell of the crowd?" I forget.) Anyway, the 2003 Columbus Invitational Bike Show went on even though it happened during possibly the biggest blizzard in seven years in the Columbus, Ohio, area. From February 14th through the 16th, hundreds of wild custom rides came in through the snow drifts at the Veterans Memorial Hall and literally thousands of spectators showed up despite the white stuff that made roads icy and tempers short.

This year's Invitational showcased the best custom bikes in the country. Y'see, the way this show works is, if you win a Best of Show in any of our other Easyriders Bike Shows around the country, you are automatically invited to show your scoot in



THE ACADEMY AWARDS OF BIKE SHOWS 2003

COLUMBUS BIKE SHOW

Columbus. If you choose to make the trip, you get $1,000 just for showing up. Then the fun starts. Besides topnotch customs in the Judged and Spectator classes, the crème de la crème of the custom world shows up to take part in the Invitational class.

The doors opened at 6 p.m. on Friday and the party didn't stop until Sunday night. Actually, the party continued at the airport as we all tried to find a plane that would take us home, but that's another story. There was every kind of vendor imaginable, from ABATE of Ohio to Yukon Jack, and everything in between. The tattoo gallery allowed many to get some new ink, while *Tattoo Savage* editor Scott McCool and *Tattoo* magazine editor Billy Tinney were on hand to put on an incredible inkslingin' contest of some killer dermagraphics.

The beer flowed all weekend; cold, frothy suds that made ya forget about the freezing minus-4-degree weather outside. The rockin' tunes helped to soothe the savage beast as well. Live music from Cats on Holiday, rock 'n' blues from Big Mike Griffin, as well as The Steel Horse Band paved the way for the main attraction on Saturday night. Edgar Winter took to the stage once more and did it to us hot and nasty the way we like.

Besides the hundreds of cool, custom bikes on display, rad curves of another kind could be seen thanks to the dancin', prancin', Purrfect Angelz biker babes clad in hot Easyriders Roadware fashions. (Remember, they look that good 'cuz they purge before every show.)

This year saw some awesome iron on display, from bobbers and choppers, panheads and shovelheads, to amazing custom baggers and one-off wonders. When the smoke cleared on Sunday night (after three days of motorized madness) the man left standing as the all out grand slam, she-bang Best of Show winner was Mr. Matt Burris of Dragonbilt Customs (and his wife, Heather, got the award for most beautiful babe). Matt bounded to the stage and took all the gold for his wildass Devil's Cadillac. Watch for a full bike feature on Burris' Devil right here in the pages of *Easyriders*.

Hot on Burris' heels in second place was Rusty Hill and his one-of-a-kind Softail. Sandra Stephenson took third place for her 9/11 Tribute Chopper.

As always the team from Action Promotions did a hell of a job putting this show on. Special thanks go out to our judges Kim Peterson, Clean Dean Shawler and Scott "Oil Can" McCool for keeping the whole thing together without too many fistfights.

Whether you were a spectator, a vendor, or were showing off a custom scooter, everyone came out a winner at this show. Proof positive that rain, sleet, hail and blizzards cannot stop us in our appointed shenanigans. Special thanks to photographers Michael Lichter, Steve Temple, Chuck Emery, Larry "The Toque" and Billy Tinney for bringing you all the awesome action. And super special thanks to Ms. *Easyriders* of 2002 Roxy LaRoux and our new 2003 Ms. *Easyriders* Erika Steele for keeping the staff in a disheveled state out at Dockside Dolls all weekend. If you guys find Larry, please send him home.

—Phantom Dave

Easyriders

EASYRIDERS BIKE SHOW 2003 – COLUMBUS, OHIO

WINNERS LIST

SPECTATOR CLASS

Best of Show

1. Gary L. Quick	Columbus, Ohio	2003 Sinister Choppers
2. Steve Lindsay	Fullerton, Calif.	2001 Hot Match Chopper
3. Bill Waterston	Prescott, Ariz.	2002 Hot Match Pro Street

Easyriders (best custom bikes)

1. Todd McKinley	Mason, Ohio	2003 Don's Custom Cycle
2. Tyrone Hopkins	Cleves, Ohio	2003 JYC Customs Rigid
3. Ken Miller	Waynesburg, Ohio	2002 Ken's Kustom Spec. Const.

In The Wind (highway bikes)

1. Lindy Harris	Shelby, Ohio	1938 Harley-Davidson EL
2. Kevin Koeppe	Medway, Ohio	1988 Harley-Davidson XL 1200
3. Larry Dornbush	Grove City, Ohio	2002 C&J Trike Center Custom

Biker (old school bikes)

1. Joe Braun	Wapakoneta, Ohio	1957 Harley-Davidson FL Pan
2. Shane & Frank Gatto	Camden, N.Y.	2003 Choppers For Life Rigid
3. Dave Molina	Harleysville, Pa.	1939 Elvis Special Suicide Sidevalve

V-Twin (street cruisers)

1. Joe Damore	Utica, N.Y.	2003 Harley-Davidson FXST
2. Jack Mandt	Muskegon, Mich.	1993 Harley-Davidson FXR
3. Steve Colegate	Cleves, Ohio	2003 JYC Customs Softail

Early-Riders Class

1. Mike Rothwell	Wellington, Colo.	1958 Harley-Davidson Pan Dresser
2. Tom Gillian	Harleysville, Pa.	1950 Harley-Davidson WL
3. Scott Rowland	Columbus, Ohio	1979 Harley-Davidson FLH

JUDGED CLASS

Best of Show

1. David Sekman	Palm Bay, Fla.	2002 Custom Chopper
2. Dave Ranallo	Mayfield Village, Ohio	1998 Special Const.
3. Jeff Lott/Covington	Woodward, Okla.	2002 Covington Limo Chopper

Best Radical Class

1. Jerry Covington	Woodward, Okla.	2003 Covington Custom
2. Russell Marlowe	Kingstree, S.C.	2003 Carolina Custom Extreme
3. Black Swamp Chops.	Whitehouse, Ohio	2002 Black Swamp blown

Best Street Class

1. Doug Flegal	Ney, Ohio	2003 Hill's Performance Customs
2. Don Yale	Kettering, Ohio	2002 Pro-One Custom
3. Earl Clark	Middletown, Ohio	2003 Spec. Const. Custom

Best Specialty Class

1. Bruce Mullins	Columbus, Ohio	1949 Skunkworx FL Chopper
2. Jason Wheat	Somewhere, U.S.A.	1971 Harley-Davidson Sportster
3. Michael Sayers	Ney, Ohio	1961 Hill's Performance Custom

Best Antique Class

1. Dickie Lee Larson	Clarks Hill, Ind.	1966 Harley 45 Servi Car
2. Doghouse Cust. Cy.	Aurora, Ind.	1957 Harley-Davidson FLH
3. Darrell Jordan	Grove City, Ohio	1948 Harley-Davidson Panhead

INVITATIONAL CLASS

Best of Show

1. Matt and Heather Burris	Terre Haute, Ind.	2003 Dragonbilt Devil's Cadillac
2. Rusty Hill	York, S.C.	2002 Diamond Softail
3. Sandra Stephenson	Oxford, N.C.	2002 Tribute to 9/11

Easyriders (best custom bikes)

1. Jim Efros	Effingham, S.C.	2002 Carolina Cust. Cycle Exodus
2. John Lisenby	San Clemente, Calif.	2003 Special Const. Chopper
3. James Williams III	Greenwood, Mo.	2002 Custom Softail

In The Wind (highway bikes)

1. Ronald Chambers Jr.	Greenbrier, Ark.	2002 Hog Wild Trick Trike
2. Hector Grimaldo	Grand Prairie, Texas	1990 Harley Springer Softail
3. Jeff Graves	Double Oak, Texas	1995 Harley-Davidson Softail

Biker (old school bikes)

1. Keith Drum	Yorba Linda, Calif.	2003 Softail Chopper
2. Sonny Keaton	Belmont, Texas	2003 Terminator Chopper
3. Luke Leatherwood	Memphis, Tenn.	2002 Custom Chopper

V-Twin (street cruisers)

1. Phillip Bowen	Covington, Va.	2003 Special Const. Evo
2. Jim Davis	Columbus, Ohio	2002 Wicked Too! Custom
3. Rick Coyne	Dallas, Texas	2002 Sauncy Road Hardtail

Early-Riders Class

1. Billy Aaron	Kerrville, Texas	2002 Panhead Rigid
2. Donny Loos	Miamitown, Ohio	2002 Don's Custom Cycle Chopper
3. Mike Rothwell	Wellington, Colo.	1965 Harley-Davidson Chopper

Editor's Choice Award

Jerry Adams	Somewhere, U.S.A.	1955 Bobber Panhead

Best Display Award

Gus Faso	Columbus, Ohio	2003 Sinister Choppers Rigid

Luster Lace and Gloss Award

John Thomas	Chesterland, Ohio	1988 Harley-Davidson Softail

2003 Heritage Rally Best Paint Award

Patrick Briggs	Baldwinsville, N.Y.	2002 Briggs Custom Cycle Chop

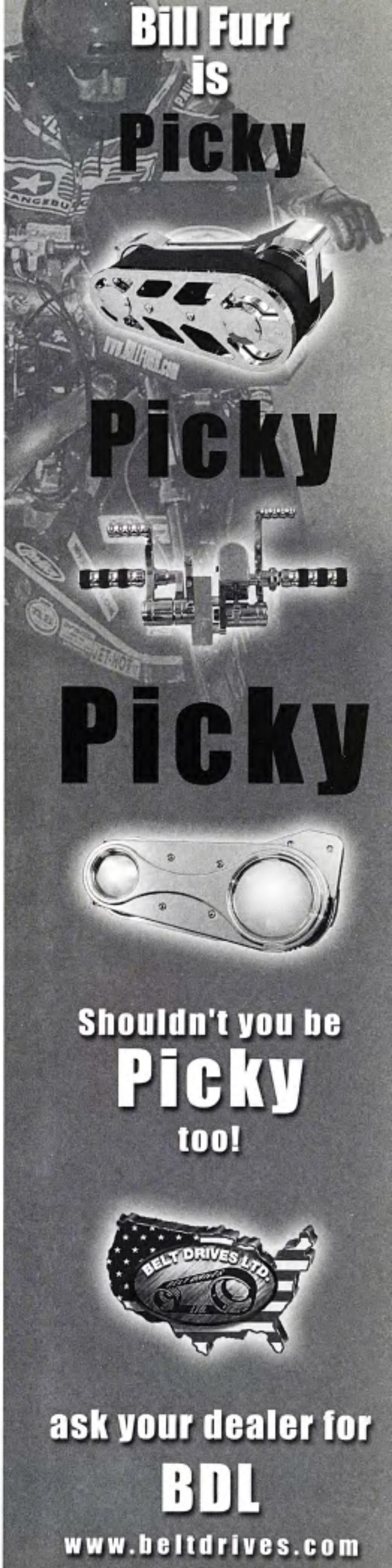
Ms. Easyriders 2003

Ericka Steele	Columbia, Mo.	

Trophy Girl (SATURDAY NIGHT CONTEST WINNER, PRESENTS TATTOO AWARDS)

Mandrea Vold	Hogate, Ohio	

Photos: Chuck Emery



F # * K E D I N A C O R N F I E L D

THE STRONGER RIDE

It was another sunny day in Florida as I pulled the loaded-down Electra Glide up to the Cumberland Farms pumps and shut 'er down. The town of Sebring seemed like a quaint little place, I thought as I looked around. It was then I spotted a brand-new Fat Boy parked beside the glass doors of the convenience store. Harleys, it seems, have become more and more common in recent years.

The pump *ka-chinged* away as I held the nozzle and watched a leather-clad dude carrying a Coke emerge from the storefront and walk over to the gleaming motorcycle. He was obviously the bike's owner and I knew we would soon become aquatinted.

After paying the clerk, I left the store with a cup of coffee and ambled over to meet the guy. He was a tall dude of middle age with short graying hair, dark eyes, and a slight potbelly. Having already observed my packed-up scooter, and, before I had a chance to speak, the man asked, "Where you traveling from?"

"San Diego," I answered.

"San Diego! Wow, you're a long way from home. You didn't ride that thing all the way did you!?"

"How else would I get it here?"

He looked astonished and said, "In a trailer?"

"It's a full-dress Hog," I smiled, "long hauls is what it was made for. Why on earth would I want to trailer it?"

"Well, you know, comfort. Most people like to pamper themselves while on vacation."

I looked into the man's clean-shaven face and considered his words; I'd heard them a 100 times before. My mind drifted back to the summer of 1994....

It was at the Sturgis Rally that I'd met a small, dishwater blond who rode a late-model Sportster. She was a pretty girl who'd come from the state of Wisconsin with a handful of friends, none of whom had trailered their bikes. We'd met on a Thursday and, at once, had fallen madly in lust with each other.

All around Sturgis is dense countryside where small roads twist through the Black Hills. Pine and oak trees line the mountains as birds and squirrels chatter in the forests that separate the small country towns.

For two days Karen and I had ridden through these mountains and across the Great Plains of nearby Wyoming, our motorcycles side by side or in a staggered formation. We'd visited Devils Tower and Mount Rushmore as well. Roadside restaurants served us mediocre cuisine and we'd spent two hours swimming along the shores of a crystal blue lake.

It was Friday evening when Karen informed me that she'd be leaving in the morning in order to return to the grind by Monday. She turned her sparkling blue eyes on me and said, "Have you ever seen Wisconsin?"

I thought, "What-the-fuck; after all, I have no grind waiting." And so I said, "No, but I sure would like to."

The following morning our packed-up motorcycles glistened in the downtown sunshine as they waited at the curb. Caught in the throws of impending romance, Karen had decided to leave her friends behind and take a chance with this new man on the 700-mile journey home.

We set out across South Dakota at 10 a.m. The Plains ahead stretched as far as the eye could see with scarcely an obstacle to obstruct our view. Aside from the many billowy clouds that lumbered across a seemingly endless horizon, the sky was blue and inviting on this early August day. With very few curves to its credit, the four-lane Highway 90 pushed directly east as I followed on the heels of Karen's Harley.

Most of our days were spent in the left lane as we passed the endless stream of slow-moving RVs that made their way home from Sturgis. With air conditioners to avoid the discomfort of a hot day, and satellite dishes that one might not miss anything important happening on the boob tube, these rolling houses lumbered down the road. Behind each, a trailer carried not just sport motorcycles, but full touring bikes like my own. There could be no room for the unexpected on a planned-out, all-bases-covered, luxury trip such as this and it made me think of a passage I'd read somewhere. It said: "True adventure requires an uncertain outcome." And I thought to myself, "America has traded its sense of adventure for an Easy-Boy recliner and remote control."

Hours passed slowly as the miles fell behind and by the time daylight had faded to evening we found ourselves in Minnesota. Stars twinkled above as, in my usual style, I began to search out a secluded spot to make camp for the night. Unsure of my unorthodox methods, Karen followed as I traversed a small and forgotten dirt road that led to the heart of a huge cornfield. A single acre at the center had been mowed clean and it was there, surrounded by 12-foot corn stalks, that I laid my bedroll on the ground. The slight chill of evening was anything but cold as I slipped into the set of thermal underwear that would serve as pajamas for the night and climbed into bed.

Rather than lay out her own sleeping bag, and much to my surprise, Karen then changed into an old T-shirt and shorts before sliding into my bed. We talked for a while before I began to tease her, "Do you make a habit of running off with strange guys you've only known for two days and sleeping in corn fields with them? How do you know I'm not some crazed ax murderer? I mean, nobody knows you're

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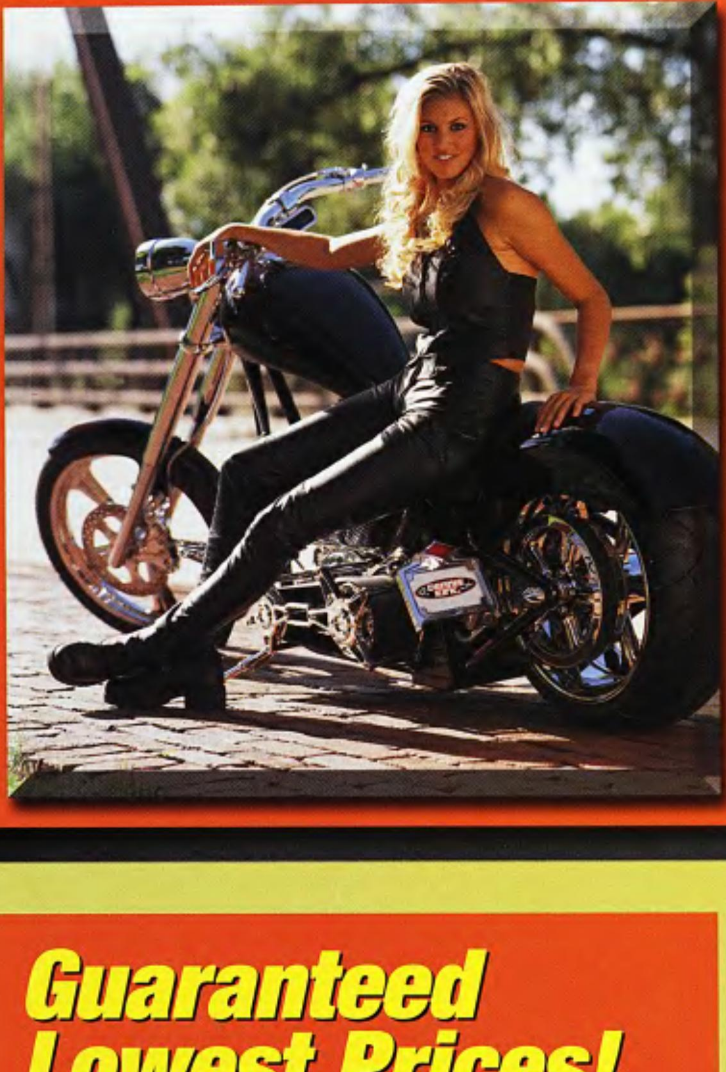

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out here, you could disappear without a trace." As if to interrupt my words, Karen lifted herself onto one elbow and kissed me. Next, and to my surprise once again, she fucked me silly. Days later, when I asked why she had done such a thing, she'd said, and I quote, "Well, I figured if I was gonna die, I might as well get laid first."

As my thoughts returned to the present, I realized I was still staring into the guy's clean-shaven face and said, "Pampers!? I don't need no pampers, man. I travel to make memories. Let me tell you something, riding a motorcycle across this great country will, for better or worse, rate among the most monumental adventures of a man's life. It's the kind of experience that stands far removed from the normality of everyday existence and he will always become starry-eyed when remembering the trip he made back in the good old days. Many years later, the neighborhood kids will listen with envious admiration as his grandchildren proudly tell the story. Even if I had.... Let me rephrase that, especially if I had only a limited amount of vacation time, why would I want to give up the event? The dream of a lifetime for a few pampers?"

"When I was young," he said, "I thought that way, but I'm too old for that sort of thing now."

I looked more closely at the guy's features and decided he was about my age. I thought of the three old highway vets I'd met in Yellowstone the previous summer. They had left Arkansas two weeks earlier. Each rode a full dresser, two pulled trailers packed with camping gear, and all had flatly stated that, as far as they were concerned, there was no other way to see this great country than from the seat of a motorcycle. The oldest man among them had been 76.

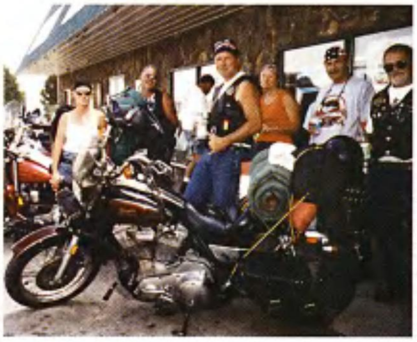
"Yup, times a wastin' and we ain't gettin' any younger," I said. "Look, you obviously bought that bike because you already know this and feel it's time to get out and live a little before you, and I, no longer can. Richard Bach once said in his book *Illusions*, 'Argue for your limitations and, sure enough, they are yours. I'm 42 and can think of nothing I could do at 25 that I can't do now. But then, I don't want to stop. What's your excuse?"

"I don't know," he said, "My wife and I actually rode to D.C. for Rolling Thunder with friends last year. We averaged around 500 miles a day and I thought I was gonna die. Doesn't that kind of riding get to you?"

Although I had been on the road for almost nine consecutive years at that time, had well over 350,000 miles of motorcycle travel under my belt, and am considered by many to be an extremist who sold his soul to the ride years ago, I made no mention of this. Instead, and in a gentle tone, I said, "Yes, it does, and I seldom travel that way anymore. But I have done the long days and can easily see why a man would want to trailer his scooter after a few experiences like that."

"So what do you do different?" he asked.

"Well," I began, "I love the ride. A good running machine, nice stretch of highway and a sunny day is my idea of nirvana. And I've come to despise anything that fucks with my first love. So there are three bummers I always avoid. Bummer No. 1 is, there comes a time on any motorcycle when a person ain't having fun any more. He's just trying to keep his ass on the seat long enough to reach his destination. I think most of us have experienced this sort of thing. This little tragedy can seriously screw up an otherwise great ride and is an activity I seldom indulge in anymore. If I feel like riding, I ride. And if I feel like stopping...well you get the idea."



Photos: Scott Kerekes

I glanced at him asked, "Have you ever taken the kind of Sunday putt that leaves your spirit feeling refreshed? You cruise the rural country roads and stop for ice cream often. You check out new sights and have a relaxing lunch in some roadside cafe. Maybe you meet other riders and they invite you to tag along with them for a while; the language of Harley is universal you know. Perhaps everyone ends up at a little tavern somewhere and, besides making new friends, you find yourself having a wonderful time. Then again, maybe you simply putt past a glassy lake at sunset and experience the feeling of being absolutely one with the moment. The ride can often produce this kind of euphoria. Have you ever experienced these things on a Sunday ride, man?"

Obviously lost in thought, he only stared at me for a long moment. Then, with a quick smile he said, "Yes, I have, sort of."

"Well," I went on, "if I was to cross the country as if I were taking a Sunday ride, I couldn't help but enjoy myself, could I? I'd try to average around 200 miles a day, or less, and stay on back roads as much as possible. Hell, man, I'm not a trucker and ain't gettin' paid by the mile."

"Most people simply don't have the time for that sort of thing," he replied.

"That's very true. And most times, when crossing the country, I'll ride hard for a day or two, then check the map for alternate side roads and relax on them for another day or so before returning to the Interstate. This breaks up the monotony. And besides, those back roads hold the key to the heart of America. That's the place one will truly experience this great country and its people rather than simply scampering superficially across the continent," I said, taking a look around, before continuing.

"I'm lucky to have more time than most." I told him. "But many of my friends don't and it's become common for guys to ship their bikes one way so they can later fly out, enjoy the event, family visit or whatever and leisurely ride home. It's not a bad way to go. I have one buddy who shipped his scooter coast to coast on a freight train, said it only cost him $150."

"You know, you're beginning to make sense," he said.

"Next," I said, "we have Bummer No. 2: Rain. Now we all know that bad weather can ruin an otherwise good trip. But, more often than not, rain doesn't last long."

I took a breath and looked closely at him. "Let me tell you a little story. It was in the mid-'90s that I found myself riding across Vermont with Panhead Billy Burrows. At that time Billy and the old Pan had been on the road for 18 consecutive years. Like an eager apprentice I had yielded control to this veteran gypsy at our starting point back in New Hampshire and now only followed on his shirttails hoping to inadvertently gain road wisdom.

"As we approached the western state line, the rain began. Following the Pan into a Shell Station, I pulled my Electra Glide under the large awning and shut 'er down. The sky opened up. Entering the station's convenience store, we grabbed a newspaper and two cups of java before getting back to the bikes. Conversation was soon lost as the old highway guru simply sat atop his ride and relaxed into his paper. The rain fell harder.

"Situations like this had always made me uneasy and, speculating that the rain might never stop, I began to survey the land for a suitable camp-spot. There was none. Throwing on my tattered rain jacket, I set out on foot to broaden the search. An hour later I returned with nothing to show for my efforts but soggy failure. Billy

remained unchanged. And so I sat glumly drinking coffee and worried.

"Before long my guide looked up and said, 'Just ahead is Lake Champlain. I figured we'd ride across on the car ferry. That'll cost $4 and last 10 minutes. But I grabbed this little ferryboat pamphlet from inside and learned about another boat. It'll cost $5 and keep us on the water for an hour. Sounds like a nice ride. What do you think?'

"I only nodded, then marveled at the contrast of his relaxed energy expenditure verses my own nervous, and unproductive flailings. Another hour passed before the sky cleared and we continued our journey through the crisp, clean air. That was the day I learned that rain is not a signal to hurry up and go. It simply means, hurry up and relax."

I stopped my story here, looked up to the sky and said, "It was also the last time I used a rain jacket; I no longer even own one. Instead, I carry a large tarp and have been known to pull it over and, when shelter is unavailable, cover the bike with plastic and simply relax beneath with my girlfriend or a good book. In an emergency it is also possible to stake the tarp's edges down creating a makeshift lean-to over the motorcycle, then laying a bedroll in the dry space beneath. More often than not, the storm will have moved on by morning. It's a little trick I learned from the bikers in Oregon. They're rain experts you know."

"So you've learned all this stuff from other riders?" he asked.

"Yes, well...sometimes. But a certain amount has, of course, been simple trial and error. Like Bummer No. 3: Heat. As anyone can tell you, riding in upwards of 100 degrees for extended periods is undeniably some of the worst riding in existence. Waves shimmer from the superheated asphalt as the sun reaches through the No. 50 sunblock and bakes the lobster red skin from your sweltering face. Under these conditions fatigue sets in quickly and a person will become grumpy, ready for an air-conditioned nap, or even, worst of all, wish for the end of the ride. Another fucked up activity that will only make a man wish for a trailer, and I simply won't tolerate much of it," I said with a shrug.

"Yet," I explained,"hot night travel, especially across the plains or deserts, is a completely different experience. Freed from the sun's relentless pounding, a man can putt in only a tank-shirt as the 90-degree air gently washes over him. Under cover of a starry sky, and against a backdrop of silhouetted landscape, the sensation this ride offers will border on the surreal. This is motorcycling at its best. For some reason I fought this simple lesson viciously, and suffered much self-torture before the light of reason penetrated my thick skull. Now, when traveling in extreme heat, I ride only during the night and early morning. In the afternoon I watch TV in an air-conditioned truck stop, go to a matinee, or enter a hotel's back door and hang out in the pool."

"It all sounds real good, but my vision's not the greatest and night riding makes me nervous," he said.

"The common problem here," I pointed out, "is that the law only allows a motorcycle's high beam to produce a meager 60-watts, it ain't enough. Go down to any Harley shop and have a 100- or 130-watt dirt bike bulb installed. The difference will blow your mind and the cost is under $20. Also, all Harleys that come equipped with passing lights are wired at the factory to automatically shut them off when the high beam is engaged. Once again, the law requires this as passing lights, plus high beams, equals an illegal amount of illumination. It's a good idea, if your bike is so equipped, to have the passing lights rewired to stay on when the high beam is engaged. If your bike did not come with passing lights, there are a variety of aftermarket spotlights available that can be added, if you so desire. Although the law only allows a 60-watt output, my dresser throws out 160 when all forward lights are engaged. Yet the low beam is still only 60 watts and offends no one when riding around town. Once you can see the road ahead, night riding will seem almost as easy as day and you'll have expanded your travel options by 100%."

A saw a smile beginning to spread over his face, as I continued on: "Another good idea is to plan trips around the seasons. In the summers I ride to the north, to the sea, to the mountains, or a combination of these. In the winter I ride for warmer climates. But then, that's just common sense," I said.

"Ya know," he replied, giving me his full attention now, "I've never given much thought to ways of improving the ride itself. We've always simply planned a trip, jumped on the bike, and tried to make as much time as possible before the sun sets. But I'm certainly thinkin' about it now. My wife and I have been planning a vacation to New Orleans this fall. Maybe we'll take the bike."

After stowing my empty coffee cup in the saddlebags, I reached out my hand. He returned the gesture with both of his and thanked me. I had obviously made a friend. And so I left him and his motorcycle in the gas station on that sunny Florida day and pulled the Electra Glide onto the southbound highway. Itwas a good day to ride. —*Scooter Tramp Scotty*

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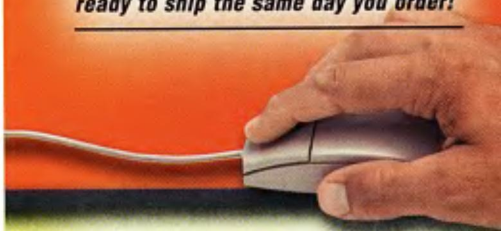

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AN EXHAUSTIVE GUIDE

TO PLEASING PIPES

The sound of a V-twin motorcycle passing on the street is now as recognizable as the first notes of *The Star Spangled Banner*. Most V-twin riders first dreamed of owning one after hearing the tone and feeling the power of these mighty machines as they passed them by.

Our aftermarket industry is dedicated to keeping the V-twin sound loud and proud and this collection of exhaust systems we gathered in the following pages is here to prove it. Great sound and good looks is what these systems are all about, but this time, you will have to rely on images only —*Lafayette*

Bassani's Badass BFD

Bassani's new BFD exhaust system feature substantial size and sweeping lines. They are designed to bolt directly to all Evo and Twin Cam big-twin machines. BFDs measure 2 inches in diameter, are custom fabricated from 16-gauge steel and are finished in show quality chrome. Unique spiral louvered baffles are replaceable while large-radius, high-flow bends provide performance, classic styling and a distinctive exhaust note. BFDs retail for $399 and can be ordered from North County Customs 866-439-4287. Visit them at www.northcountycustoms.com.

Bassani Slice Cut Slip-On Mufflers

Designed exclusively for "Bad Baggers" these HO Slice Cut slip-on mufflers combine flowing lines and contemporary styling with noticeable increases in performance. HO Series Slice Cuts are designed to take full advantage of mild to highly modified engines by producing enhanced breathing capability. HO Series mufflers feature unique 2-inch replaceable, spiral louvered baffles, 16-gauge steel show-quality chrome. Each muffler measures 32 inches in length and a massive 4 inches in diameter. An aggressive exhaust note is an integral part of these new pipes. They will enhance the style and performance of any Evo or big-twin bagger, Bassani says. The Slice Cut slip-ons are a bolt-on replacement for stock mufflers and install easily using factory hardware. They retail for $399 a pair and are available exclusively from North County Customs 866-439-4287. Check them out on the Web at www.northcountycustoms.com.

Bassani Dyna Pro Street Headers

North County Customs now stocks Bassani Dyna Pro Street Headers designed for Harley Dyna models from '96 to present. Featuring aggressive hot rod styling, these pipes produce an exhaust note to match, says NCC. Designed for both mid- and forward-control models, each pipe is hand-fabricated using a stepped head pipe process tapering from 1 inch to 2 inches and exiting through a 2-inch diameter pipe. The Dyna-Pro Series allow for ease of installation plus rugged 16-gauge steel construction plated to a show-chrome finish. Available exclusively from North County Customs, Dyna-Pro Street Headers retail for $349. NCC also offers matching heat shields for all models. For complete details call 866-439-4287. On the Web at www.northcountycustoms.com.

Harley V-Rod 2-into-2 Slash-Cut Cones

The people at BUB have wanted to take a new machine, and give it an entirely new look. The V-Rod was the perfect candidate for the challenge because of its sophistication and performance. Having a style of its own, the V-Rod needed to be treated as a unique motorcycle, which is why BUB went a different route when it came to designing an aftermarket exhaust system for the famed silver rocket. Fat tubes featuring plasma-cut heat shields give a healthy look to these pipes, which will remain virtually blue free. The slash-cut, megaphone-style mufflers have been carefully designed to extract every ounce of power and thundering sound that the V-Rod has to offer, BUBs says. The BUB 2-into-2 slash-cut pipes for V-Rods are available in both flush, and staggered designs. Call BUBs Enterprises at 530-477-7490 for more information, or log on to www.bubent.com.

Dyno Power Short Mufflers For Dressers

The Dyno Power Short Mufflers for dresser models are only 27 inches long and are designed to fit flush with the end of the saddlebags. They come with six tip designs, chrome plating and a steel core baffle for good looks and great sounds. The Dyno Power Short Mufflers for dressers will fit dressers from 1995 to present and retail at $329.99 a pair. See your Custom Chrome dealer or log on to www.customchrome.com.

Dyno Power Beats The Blues!

Custom Chrome's Dyno Power 2 1/4-inch Pipe-in-Pipe drag pipes require no heat shields to hide bluing. They feature true double-wall construction with a full-length 1 3/4-inch internal pipe welded within a 2 1/4-inch chrome outer pipe. The internal pipe keeps a high exhaust velocity while the external pipe keeps everything cool. The Pipe-in-Pipe mounts to original equipment exhaust brackets, and are available in straight

cut, staggered dual drag pipes, and fit Softail models from 1984 to 1999. See your Custom Chrome dealer or go to www.customchrome.com.

Dyno Power Slip-On Mufflers

Dyno Power's low-restriction mufflers are available for Twin Cam 88 Softail models in the three most popular styles, turnout, tapered, and slash-cut. They're designed to bolt to the included chrome-plated bracket that replaces the OEM bracket with built-in crossover. They feature all-steel muffler cores and show-chrome plating for $179.99 a set. See your Custom Chrome dealer or log on to www.customchrome.com.

D&D Performance Exhaust

D&D Performance exhausts have been hammering the streets and strips for many years. According to D&D, their pipes are precisely designed, and require no adjustments to achieve up to a10% increase in performance. For more info on availability and styles call the Biker's Choice dealer referral number today at 800-343-9687.

Donnie Smith Signature Series Monster Drag Pipes

Donnie Smith is now producing two styles of large diameter drag pipes for Softail models. Manufactured in the USA, both feature chrome plating and vertical slash cut ends. They are available in your choice of ribbed or stepped styles for FXST models from 1984 to present, including Twin Cam applications.

The Donnie Smith Signature Series monster drag pipes are available through your Custom Chrome dealer or log on to CCI's Web site for more information.

Rinehart Exhaust By BUB

Rinehart exhaust by BUB systems was developed by Rinehart of NASCAR fame, and dyno tested at Tilley Harley-Davidson. They're manufactured by BUB Enterprises for quality, fit and finish. Using the same technology that goes into exhaust systems for NASCAR race teams, they feature 3-step header pipes with a multi-bend radius technology. Header pipes start at 1 3/4 inches at the head, increase to 1 7/8 inches and finish at 2 inches. They come with permanently mounted 2-inch-diameter, full-length heat shields. Stepped header pipes and a special removable performance baffle design combine to offer a unique sound. Chromed pipes are highlighted by the polished black anodized billet aluminum end caps engraved with the Rinehart logo. For more information, see your Drag Specialties dealer or go to www.dragspecialties.com.

Cyril Huze Flow Pipes

These pipes were designed by Cyril Huze to give flowing lines to your motorcycle and make it look fast even when standing still. They feature a deep, throaty tone and are made out of 304 mild steel, and mandrel bent from 1.75-inch tubing. The Flow Pipes are not baffled and are available for Evo, Twin Cam and Sportsters. They attach to the transmission-side cover (bracket included). Contact Cyril Huze Custom Motorcycles & Parts at 561-392-5557 or log on to www.cyrilhuze.com for more information and to visit the company's Webstore.

L.A. Choppers Custom Pipes

L.A. Choppers has three styles of in-your-face gangster pipes. These pipes are not baffled and feature that "boulevard brawler" aggressive styling. They are made of a special alloy that

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allows smooth bends and are chrome plated. Their stepped construction features a 1 3/4-inch diameter for the first 6 inches from the cylinder heads, opening up to 2 1/4 inches afterward. L.A. Choppers' custom pipes fit all Softail models and many custom applications. They are distributed by your Custom Chrome dealer or log on to www.customchrome.com for more information.

Chopper Mufflers By Rivera

Choppers are back and are more popular than ever. Now you can get a free-breathing muffler that looks and sounds like the dual upsweep muffler of yesteryear. Keepers of the chopper tradition, Rivera Engineering, makes these mufflers in 1 3/4-inch diameter. The motorcycle shown here was built in the style of the late 1960s and displays one of the most popular exhaust styles of the era. The Rivera muffler has a very mellow exhaust tone with permanent glass-pack innards and features a chromed, 16-gauge steel housing. A heavy-duty stud is located on the back for mounting, making it ideal for dual upsweep applications.Contact Rivera Engineering at 562-907-2600 for more information.

Thunder Cycle's Leg-Warmer Pipes

The latest custom pipes from Thunder Cycle Designs of Fort Lauderdale, Florida, are the new Terminators. Designed and developed by respected bike builder Eddie Trotta, the Terminator Pipes drip with attitude (and charred flesh if you persist in wearing shorts while riding). They're made of 2 1/2-inch steel pipe and are a perfect fit on Evo and aftermarket V-twins engines with a 5- or 6-speed tranny. Thunder Cycle's Terminator Pipes will fit either hardtail or Softail-style applications. They are available with inversion cones for $699 retail. Call 954-763-2100 or for more information, and to view more one-of-a-kind Thunder Cycle products, log on to www.thundercycle.com.

Santee 2 1/2-Inch Snub Nose Exhaust Pipes

Santee's Snub Nose pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. These pipe sets offer a good combination of performance and looks. They come in Softail, FXR and Dyna Glide versions and retail for $299.99. See your Custom Chrome dealer or log on to www.customchrome.com.

Santee 2 1/2-Inch 50 Caliber Exhaust Pipes

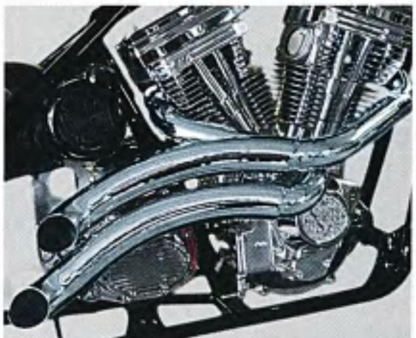
Santee's new pair of beefy exhaust pipes will stand out in a crowd, the company says. The pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. They are similar in appearance to Santee's Snub Nose systems, but measure 2 1/2 inches in diameter. Designed to fit Softail (07-177) and Dyna Glide (07-178) models, the system comes with mounting brackets and chrome billet end caps and retails for $399.99. See your Custom Chrome dealer or log on to www.customchrome.com.

Santee 2 1/4-Inch 45 Caliber Staggered Duals

These chrome pipes feature a 2 1/4-inch body with full-radius heat shields embossed with Santee's logo. They come with exhaust mounting brackets for Softail, Dyna Glide, FXR and Evo Sportsters; they retail for $379.99. See your Custom Chrome dealer or log on to www.customchrome.com.

Santee 2 1/4-Inch Over-And-Under Duals

These durable chrome pipes feature a low-slung design that includes full-radius heat shields embossed with Santee's logo. The head pipes measure 1 3/4 inches with a 2 1/4-inch body. They are available for Softail, Dyna Glide, FLT, FLHT, Road King and FLHS models and retail for $399.99. See your Custom Chrome dealer or log on to www.customchrome.com.



West Coast Choppers Exhausts

Sweeping curves and bold pipe placements define these radical pipes that are hand fabricated by West Coast Choppers. The pipes not only feature wild curves, but are also triple stepped: 1 3/4 inches at the head, stepping up to 2 inches, then to 2 1/4 inches with slash-cut tips. An added feature on these pipes is the special triple chrome-plating process that is said to better resist heat discoloration than standard plating

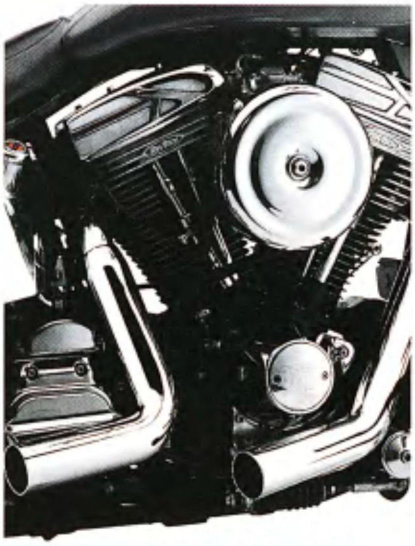
processes. All exhaust pipe sets also include a unique chrome-plated mounting bracket that allows these pipes to fit a wide range of models. See your Custom Chrome dealer or log on to www.customchrome.com.

Xzotic Dragster 1 3/4-Inch Drag Pipes

These unique S-shaped chrome pipes provide performance and a stylish look for $349.99. They fit all Softail models from 1984 through 1999, 4-speed FX models (except Softail models) from 1971 through 1984. See your Custom Chrome dealer or log on to www.customchrome.com.

Xzotic Fuelie 2 1/4-Inch Drag Pipes

You can start a new trend with these short chrome pipes with a potential for increased performance and smooth flow, Custom Chrome says. Retailing at $374.99, these pipes will fit all Softail models from 1984 through 1999. See your Custom Chrome dealer or log on to www.customchrome.com.



Xzotic Blower 2 1/8-Inch Drag Pipes

The Blower pipes are likely to set off a streak of envy around you, we're told. Their strong roar is also intimidating. Retailing at $374.99, they fit all Softail models from 1984 through 1999.

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PYO Zoomies

Paul Yaffe Originals Zoomie pipes were originally created exclusively for Paul's designer chopper kit. Now they can be purchased separately for your own custom as well. They fit Twin Cam 88 and Evo Softail models as well as Dynas without mid-controls. These handcrafted pipes are chrome plated and shipped with mounting brackets. The PYO Zoomies measure 2 inches in diameter and are not baffled. Call Paul Yaffe Originals at 602-840-4205, or go to www.paulyaffeoriginals.com.

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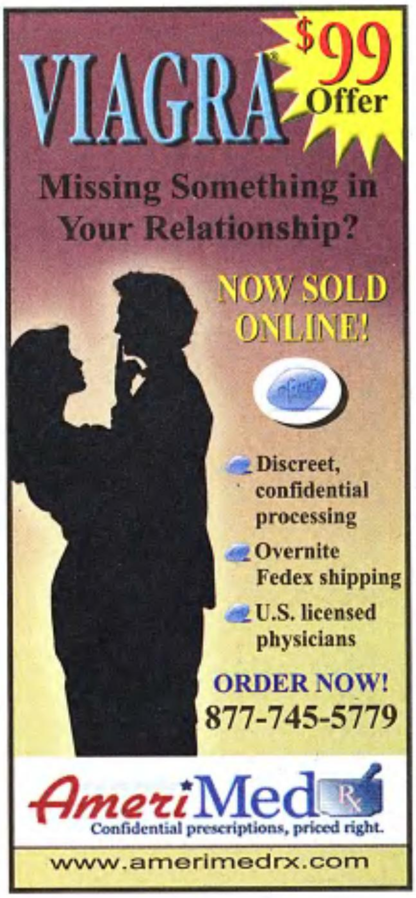
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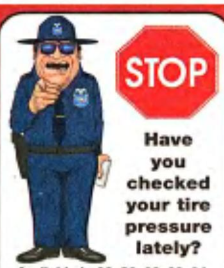

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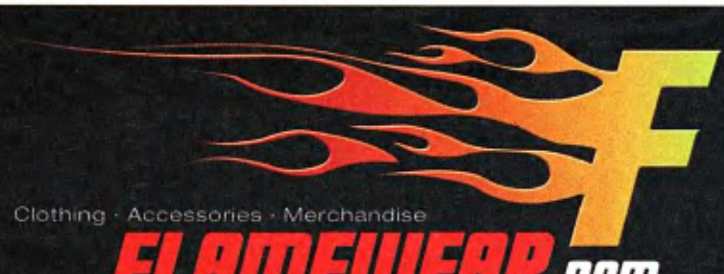

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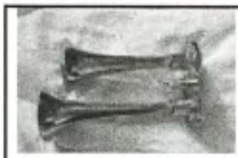

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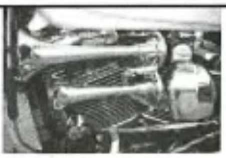

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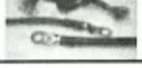

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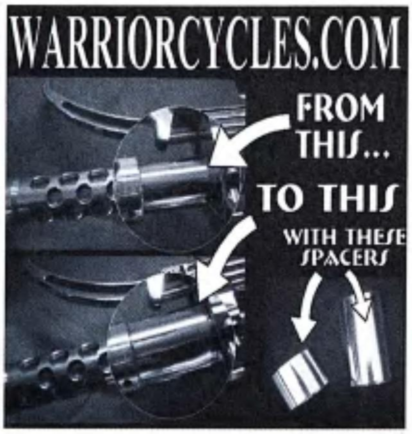

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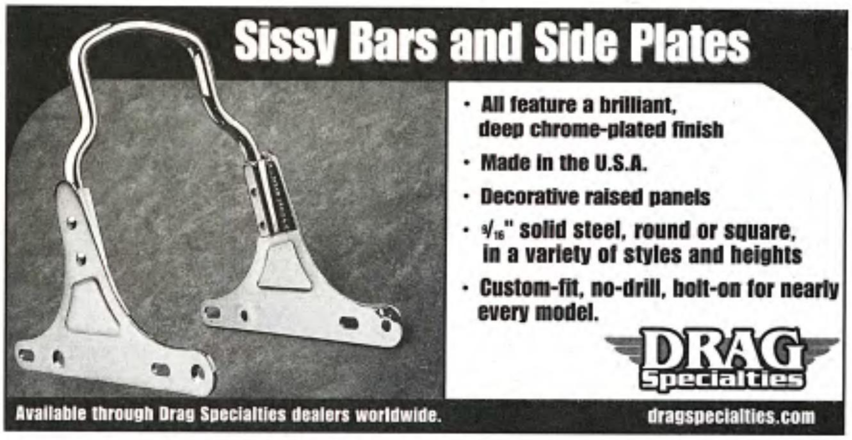

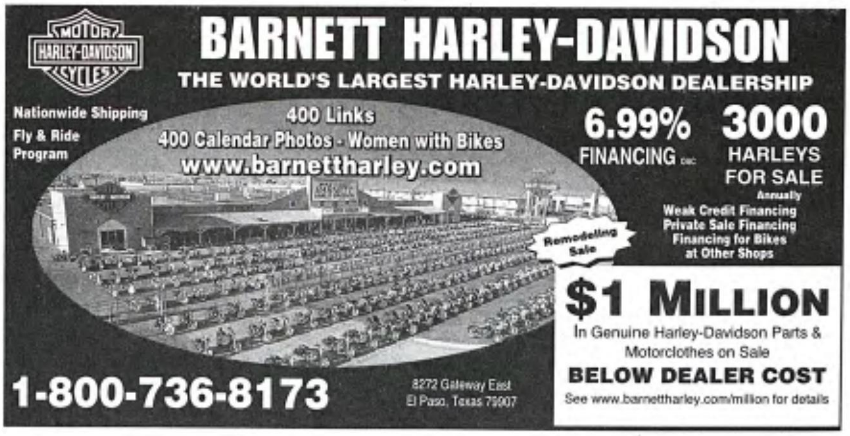

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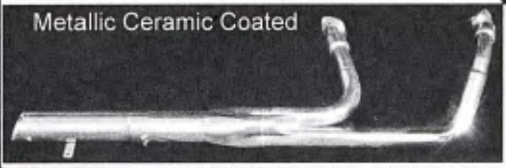

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Just how long does it take the new motorcycle buyer to re-design his or her ride? Not too long for certain, and this is why Harley-Davidson offers a very extensive line of custom options and accessories. Most of Harley's line of Genuine Motor Accessories and Genuine Motor Parts can be bolted onto your bike before it even leaves the dealership.

Designed to fit for their Softail line like a glove, the following selection of matching seat and luggage brings you an ideal blend of style, comfort and convenience in a very distinctive package.

There are many great customizing options available for 2003 in Harley's Genuine Motor Accessories and Genuine Motor Parts lineup for you to mix and match a great combination of goodies and make your motorcycle truly your own. Drop by your Harley dealer to see what's cooking in the parts department or visit the Harley's Web site at www.harley-davidson.com.

Alligator Tank Panel
An ideal accessory to complement the low profile alligator seat, this alligator tank panel features a genuine alligator skin insert that matches the pattern on the seat. It retails for $139.95.

Alligator Saddlebags *(Above)*
Make a statement with these exotic leather saddlebags. These puppies (so to speak) are crafted from premium materials and feature a genuine alligator inlay that complements Harley's exotic seat collection, or looks great on its own. All mounting hardware, brackets and instructions are included.

These saddlebags (91555-01) fit all '00 and later Softail models (except FXSTD) as well as '84-'99 models equipped with turn signal relocation kit (53692-96). The alligator saddlebags for Softail retail for $799.

All you have left to do is fill 'em up and head out to the bayou!

Low Profile Alligator Seat *(Below)*
This low profile alligator seat for Softail models (52202-01) is part of the company's line of exotic seats. These limited-production, custom saddles combine quality construction with radical styling to give the rider the ultimate custom accessory for his or her motorcycle. With contoured foam padding for added long-haul comfort, each seat is made from top-grain leathers for superior wear and attitude. Decorative custom stitching and available exotic leather inserts leave no doubt about your attention to custom detail. Each seat pan is constructed from hand-laid fiberglass for extra durability, and carpeted to protect your paint finish.

TechGarage

THE SHOVELHEAD CHRONICLES
Part 1—A Long Time Comin'

This wasn't as easy as I though it would be. Even though I'd been thinkin' of doing this for years now, actually tearing my bike completely apart felt kinda weird. It's been 24 years since I first built what, over time, had become my trusted mount and faithful companion for more miles than can possibly be remembered. And she showed it!

The bike started life as nothin' more than a 2-light dash, which I chromed and began to build a bike under. A short time later I found a '48 pan motor, with a title, for 300 bucks (it was the '70s!) and over the next year I wrangled parts from friends and traveled to swap meets all over the northeast in search of precious old, stock parts. I still think it's great how many parts from vintage H-Ds fit from year to year.

I ran this motor for a while until I found a healthier '50 lower end with a shovel top, and by the time it was done I was runnin' 4 1/2-inch stroke S&S flywheels and the shovelhead top end. After movin' to SoCal to work on and ride bikes in the year-round weather there, the years and miles added up and OB (the Ol' Bitch) as she became known, rarely gave me trouble—although she could be a hard startin' whore at times. Then I noticed that the 97-mile, one-way commute I rode to the *Easyriders* offices had really started taking their toll. The engine cases showed signs of cracking and things were lookin' bleak for the ol' gal. So on her 23rd birthday I decided to rip into her for a proper rebuild.

I've ridden and tested a pretty wide variety of parts and bikes over the years so I knew that I needed a bike with equal parts performance, reliability, ease of maintenance, and comfort—oh yeah, and an "electric foot." I've spent enough time playin' kick an' curse with a stroker.

After strippin' her down, the laundry list was prepared. The square shovelhead swingarm was first— "Can I wedge a 180 tire in it?" was the question. I hauled the rolling chassis out to Denver's Choppers for a little help from

Moments after the last ride and before...

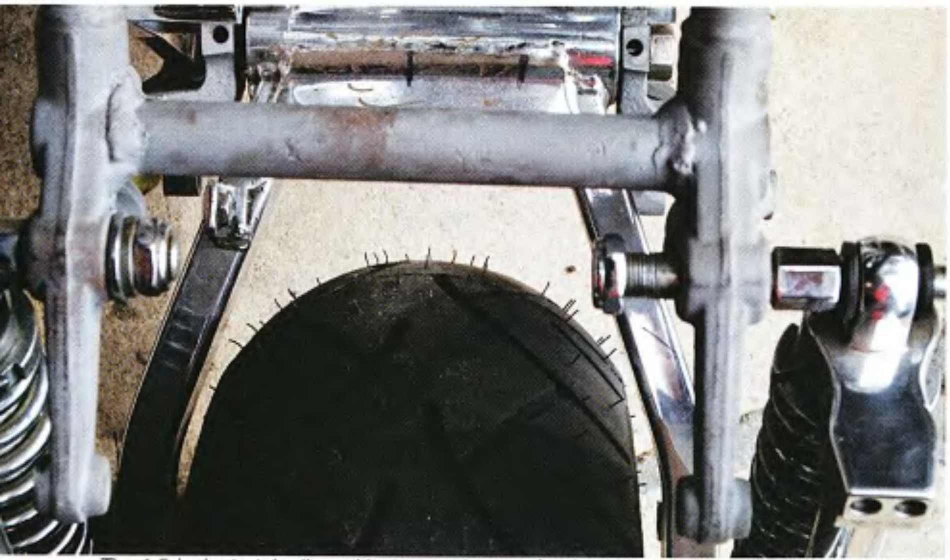
...disassembly! Which was aided by a cold beverage—or two.

Mondo. We found that by chopping the swingarm and stretching it 1 1/2 inches with a section we created with his plasma cutter, the 180 cleared! The chain would be a close fit, but that could be dealt with. After welding on the extension, Mondo added 3/16-inch gusset plates to the inside of the swingarm where the extra length was added for a bit more strength.

I had run a Perse fork before, and I really like its clean looks and performance. This one was ordered with a black anodized finish, and since I ride through a lot of twisty canyons, 2-over tubes were chosen for a little extra ground clearance. Race Tech in Corona, California, makes the guts of these sleek forks and they handle as good as, or better than, anything I've tested. The forks will be matched with a set of Race Tech's new Cadillac rear shocks, also available from Perse. Like I said, performance is a big factor in this equation.

The last step in getting' her back in rolling shape was a visit to Mark at Black Bike in Northridge, California, for new wheels. I dig spokes, so Mark laced up a pair of 60-spoke rims with his stainless spokes to flawlessly polished billet hubs, including a dual-disc spool for the front, and centered the new wheels in the chassis. I've been runnin' a drum up front all these years, but this time I'm goin' for a bike that'll stop! We'll deal with how Brembo handles that in a later installment.

Check back in the months to come, since S&S has a hybrid motor that'll fit the frame, and there's a 6-speed JIMS tranny in a 4-speed case that we'll install, Climax Cycle Controls and lots more fun stuff. *—Ken Ross*



The 1.5-inch stretch allowed just enough room for the 180 and the reinforcement can't hurt.

Source

Denver's Choppers
1010 Stephanie Pl.
Suite #A1
Henderson, NV 89014
702-450-0169

Perse Performance
10577 W. Centennial Road
Littleton, CO 80127
www.perseperformance.com
877-631-3093

Race Tech
1501 Pomona Rd.
Corona, CA 92880
909-279-6655

Black Bike
8762 Amigo Ave.
Northridge, CA 91324
818-341-2550

Photos: Ken Ross

BEHIND THE SCENES AT TP ENGINEERING

Research and Testing Allows the Best to Just Keep Getting Better

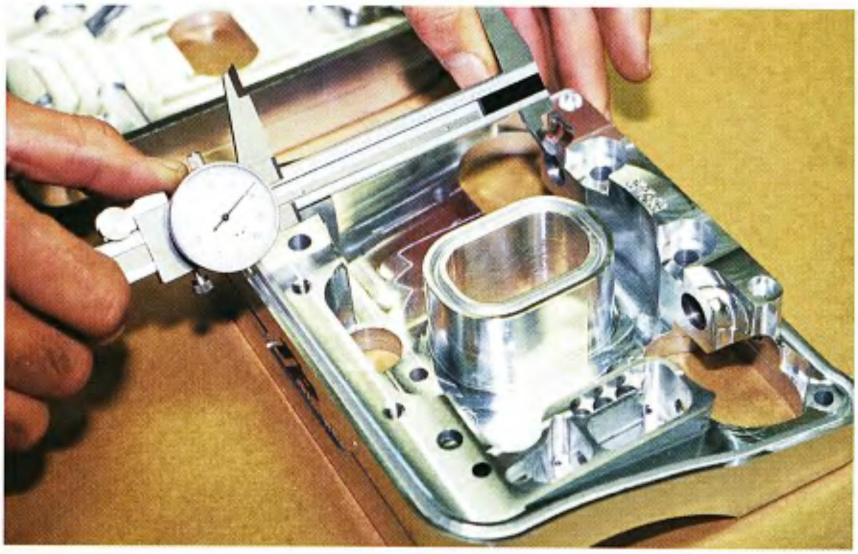
Industry awards galore, racetrack records, and brand-new, state-of-the-art facilities are a surefire indication that things are going well at Connecticut-based TP Engineering. The "Power Train Builder of the Year" and manufacturer of the "Best Performance Product of 2001" (just to mention a few accolades) also has supplied its powerful V-twin engines to NASCAR "bikers," custom bike builders, and the multitude of motorcycle enthusiasts in-between.

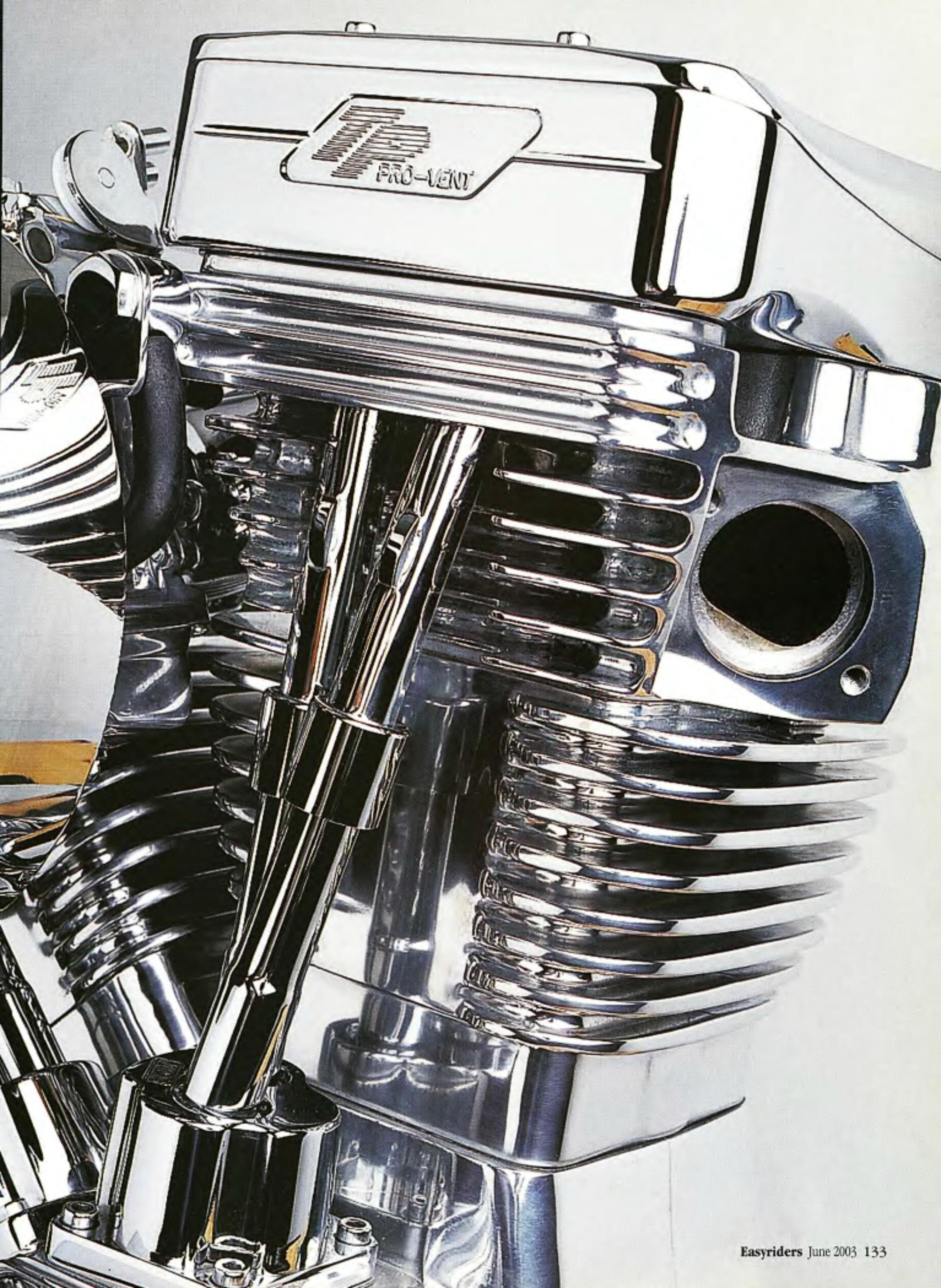
Born in the basement of Tom Pirone's parental home some 23 years ago as a motorcycle repair shop, TP Engineering doffed all repair aspects about six years ago and instead has been concentrating on building a much better motor. Of course, they're not the only ones trying to feed a market that seems forever hungry for bigger and more powerful motors, but they are in many aspects unique.

Being fully aware of his company's position in this market, Tom Pirone says, "We may not have the same name recognition as some of our competitors, but the people that do know us kind of see us as NASA, where these guys are on the cutting edge. There's always something new at TP that is nothing like anybody else's, and we're really starting to concrete that in our industry, as far as who we are and what we're about."

The company's mission statement refers to the fact that TP Engineering considers itself "the Ferrari of the industry." Every motor is hand-assembled, every set of cases, every cylinder, and every pinion shaft is handmade by fully trained craftsmen, and nothing is mass-produced.

Tom's philosophy, on the surface, is a simple one: bigger can be better, if done right. "You don't have to be an engineer or even that bright of a guy to say, 'well, I gotta make a bigger piston and a longer stroke, and then I've got a bigger motor.' That's the easy part," he says. The hard part, and what separates TP Engineering from everyone else, according to Tom, is that "not only do




PRO-VENT

we make a bigger motor, but we make it better so that when that motor gets in a bike and leaves, it's gonna run smooth, it's gonna give you unbelievable performance, and it's not gonna have all the problems that are commonly associated with bigger motors, like oil in the air cleaner, poor flywheel support, or an extremely hot-running motor. Those three items have been taken care of here at TP Engineering."

In order to get there, Tom says that it mostly comes out of his head. Of course he does have his group of experts around him, with whom he brainstorms the various possibilities of improving yet again what already seems to have been perfected the last time around. "As things get bigger and stronger, producing more horsepower and torque, I just look towards areas in the motor that I think are going to be problematic," he explains, revealing the basic premise of his operations. "Harley has designed something for 53 horsepower, and for their purpose, that motor does a terrific job. Lucky for me and my competitors, we're going along the same idea, only with a bigger stroke and bore."

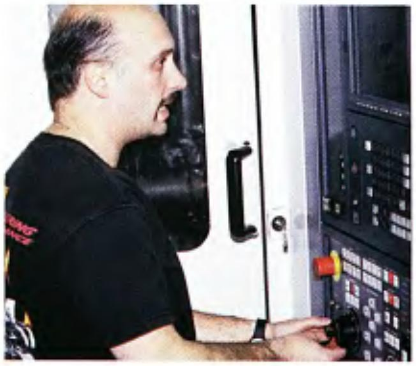
What Tom addresses in each component of the engine, and what sets TP apart is the research done to improve the integral system. At TP, according to Tom, they continuously work with and improve upon the parts that experience the most stress and are most prone to failure when motors get bigger and house more horses. "We're taking problems that have amplified or arisen because of the bigger, stronger motor and making it so riders can enjoy the power along with smoothness."

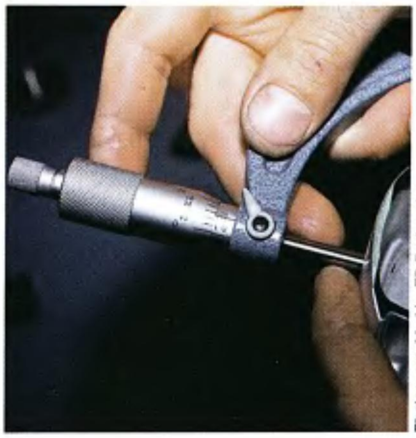
TP Engineering has pretty much rejuvenated and overhauled the entire V-twin motor in its various configurations—all the way up to 124 cubic inches. Specific problems that have shown their ugly heads during the always-time-and-energy-consuming hunt for bigger cubes lay, for instance, with stock flywheel support. Surprisingly, coming up with a solution turned out to be a twofold benefit. "Back when we started making more horsepower via bigger bores and longer strokes, flywheel support was, to me, always a big problem with these bigger motors," as Tom tells the story. "The pinion shaft that was in there, and still is in some of my competitors' motors, was designed for 53 horsepower. But you can't make 106 or even 130 horsepower with the same pinion shaft. So we redesigned the shaft and made it much bigger, from an inch and a quarter to an inch and five eighths. We also took the bearings supporting the shaft and went with an entirely different roller design using a much smaller bearing, so you get a much larger surface contact between the shaft and the bearing, resulting in much more support. We did this to strengthen the flywheels and to give them the necessary support for the horsepower and as an added bonus down the road a much smoother powerplant was born."

Similar tales are told at TP concerning all of their proprietary parts (including their patented oil pump), which by now encompass the entire motor, with the exception of the cylinder heads. Those are being worked on right now and should, according to Tom, be ready for the market within a year.

Research and development on each project is not a matter of coming up with an idea and quickly realizing it, whether it's a pinion shaft, oil pump, or even their new and soon-to-be-patented Pro Vent rocker boxes, which promise to get rid of the old problem of oil-dripping air cleaners. "We test, and test, and test," Tom says, "and then we test some more."

The changes, improvements, and redesigns coming out of TP Engineering are numerous, and of course, we haven't





Photos: provided by TP Engineering

seen the last of them in a long shot. "I can get on the CAD, draw the part myself, go from the drawn part to reality by writing a program, making our own fixture, buying our own tooling, and programming our machine center to actually and physically make the part," Tom states. "A lot of companies have to out-source that responsibility, like the CAD drawing, the programming, the fixturing, and the tooling decisions and making that tooling work with the programming. So that's five outsources that we're doing here at TP by ourselves. If I want to change a design, I can respond literally within half an hour, where with a company that has to outsource, it may take weeks."

The same goes for testing the various components, which consists basically of "miles of riding and hours on a dyno," according to Tom. "First prototypes go on our dynamometer, because we can have a motor running on our crankshaft dynamometer with in 10 minutes. We also have a rear wheel dynometer from Dynojet called Dynotrack, which simulates road conditions, and Daytec built a special frame for us where we can remove the top tube so changing a motor is a 10- to 15-minute process. We can put this bike on a dyno and ride that thing for two days straight if we want to."

After the indoor test, the new product is put on an employee motorcycle, which is then ridden as much as possible on the street. Several of the 22 employees ride, and while they are more than willing to test new products, Tom says "Daytec recently gave us a new Skulker frame to test with. The factory-owned bike is available for employees to take home for the weekend, and we're working on our second one."

Testimony to TP's motoric prowess can be found all over the place, from bike shows to the dragstrip. At the time of this writing, Tom was working on "a pretty cool intake manifold, it's like nothing out there" for a double-carbed motor for Dave Perewitz soon to be be seen in the Discovery Channel's *The Great Biker Build-Off, Part II*, in which he's going against the previous episode's winner, Billy Lane. The winner of that competition (as judged by a People's Choice vote) will appear right here in the pages of *Easyriders* magazine.

Continuous research, testing and a passion for making the best components in the industry keeps TP Engineering on top. For more info call 203-744-4960 or visit their Web site at www.tpeng.com.

—Kai Raecke

P I C K O F T H E P A R T I E S

SUMMER RUN GUIDE

With warm weather in the air, are ya' feelin' the urge to get those two wheels rolling? Need to satisfy the wanderlust that tortures your soul? Summer's beginning and the party season's upon us! Time to polish that chrome, wax that scoot and hit the open road.

With all that and more in mind, here's the official *Easyriders* travel guide to the premier party destinations on the planet.

Within these pages lie some of our personal picks for the hippest runs in the country, great and small. It's *Easyriders* "Party Central." So get out that map, and pick out the skinniest roads you can find, because the miles you travel to the party are half the fun.

Ride far, ride fast, and remember, brakes are for sissies!

—Your party bros at Easyriders

ARIZONA

May 2-4—Yuma Prison Run to Yuma. The Norwalk Motorcycle Club has hosted the Yuma Prison Run for 42 years now and it's one of the best in the West. Located on Highway 8 at the Arizona-California border, it's practically a stone's throw from ol' Mexico. Just the ticket to get your summer off to a bitchin' start. For info call 714-990-4847

July 18-19—10th Annual Great Escape Rally. Sponsored by the Desert Road Riders, the Great Escape Rally is one of the more popular biker rallies in the Southwest. Williams, Arizona, is situated in the Kaibab National Forest, and features scenic rides through Oak Creek Canyon, Sedona, Flagstaff and to the Grand Canyon. There's ample camping available, over 1,800 hotel rooms in Williams, and plenty of cantinas nearby to wet your whistle, and fill your belly. For info go to www.desertroadriders.com.

CALIFORNIA

May 23-26—19th Annual United States Motorcycle Jamboree at the Tulare County Fairgrounds. This enduring favorite presented by the Loners Motorcycle Club features a bike show, games, and live music. Located at the foot of Sequoia National Park, there are plenty of scenic roads to get lost on while getting there. For more info call 909-357-8830; 909-593-6330; www.usmj.net.

May 26—3rd Annual West Coast Thunder Ride. Show your pride and pay respect to America's heroes on Memorial Day. Ride from Skip Fordyce Center, Riverside, to Riverside National Cemetery as part of a police-escorted parade of bikes with full honor guard. For info call 909-789-1995; or check out the Web site www.westcoastthunder.com.

June 8—Rip's B.A.D. Ride rounds up at Oak Canyon Park, Orange. *Easyriders* roving reporter Rip Rose has passed away, but his legacy lives on with this rockin' event to benefit the American Diabetes Association. Enjoy great music, a bike show, and more while helping stamp out this deadly disease. For info call 800-828-8293 ext. 7446; www.ripsbadride.com.

June 27-29—Mean Mountain Run to Mammoth Lakes. Now in its second year, the Mean Mountain Run features some of the most stunning scenery in the state. The ride up or down Highway 395 is breathtaking, and the roads west into the Sierras are priceless. When you get there you'll enjoy poker runs, a ride-in bike show, games and rockin' music while vendors stand by to peddle their wares. For info call 800-200-455, or on the Web at www.road-shows.com.

July 4-6—Hollister Independence Rally in Hollister is a people-watcher's paradise. Fifty some years ago they were up in arms, now the townsfolk welcome biker's dollars with open arms. The main drag through town is a crush of people, crowded bars and shopping opps. For info call 831-634-0777; www.hollisterrally.com.

July 18-20—26th Annual Redwood Run at Piercy. A ride through California's coastal redwood forest is an experience you will remember for a lifetime. This year's concert features The Doobie Brothers, The Fabulous Thunderbirds, Joan Jett and the Blackhearts among many others. Camping is at the beautiful Riverview Ranch, right on the river. Reserve your tickets early; this event sells out every year. Harley-Davidson, Indian and American made cycles only! Hosted by the Kiwanis of the Redwoods. For info call 707-247-3424; www.redwoodrun.com.

Aug. 30-Sept. 2—Mid State Rally at Paso Robles. Here's some hot fun in the summer time. Concerts, bike games, bike shows, vintage flat-track racing, poker runs through the wine country, poker runs on the coast, biker babe contest, leather 'n' lace fashion show, kick boxing and much more. Don't miss the Pele' Fire Dancers. There are tons of hotels and motels in the area for the tent challenged. For info call 805-547-9526; www.midstaterally.com.

COLORADO

Aug. 28-Sept. 1—Four Corners Rally in the Rockies centers on Ignacio. The Motorcycle Rally in the Four Corners is back and it promises to be better than ever. It is being held on the land of the Southern Ute Indian tribe. You haven't lived until you have experienced ridin' high in the Colorado Rockies. For more info go to www.rallyintherockies.com.

FLORIDA

May 1-4—5th Annual Thunder Beach Rally in Panama City. A great weekend of riding along the "World's Most Beautiful Beaches," on the Florida panhandle. The Thunder Beach Rally features hot music, smokin' babes, vendors, fun, great ridin' weather and no helmet law. For info call 800-PC-BEACH; www.thunderbeachproductions.com.

ILLINOIS

June 5-8—HogRock River Rally at Cave-In-Rock. Since it's founding in 1997, HogRock has grown to be one of Illinois' premier bike events. To whet your appetite for fun, there will be live music, field events, vendors, wild contests, the HogRock swimmin' hole (swimsuit optional), and camping on the beautiful

Ohio River next to Shawnee National Forest. Don't miss the Garden of the Gods and the Cave at Cave-In-Rock. It's the hottest little party in southern Illinois. For info call 866-HOGROCK; www.hogrock.com.

INDIANA

July 17-20—ABATE of Indiana Boogie, formerly known as the Bean Blossom Boogie. This is the big 'un. Last year the rally was moved to a new location, the Lawrence County Recreational Park in Bloomington. The party continues un-ABATE-d (that's a pun, son). You must be a member of a state motorcyclist rights organization and show proof to attend. For info call 800-23-ABATE; www.abateofindiana.org.

IOWA

May 16-17—11th Annual Hog Wild Rodeo presented by the Circle of Pride MC in Conesville. Outlaw drag races, a bike show, and plenty of entertainment in the evening. For info call 515-299-4636; www.circleofpridemc.com.

July 3-5—18th Annual Freedom Rally. This is the ABATE of Iowa State Party held at Freedom Park in Algonia. Held over the 4th of July weekend, it features new improved campgounds, top-name musical acts, wild naked chicks, vendors, beer and lots of fun. For info call 641-858-5001; www.abateiowa.org.

KANSAS

Aug. 30-Sept. 1—State Run at Lake Perry for the ABATE of Kansas Labor Day Rally. The party at Lake Perry is the nation's oldest running national ABATE Rally. Food, beer, vendors, top-drawer musical acts, and adult entertainment are all part of the package. For info on this event, call 785-597-5140 or 800-657-5763; www.abateks.org.

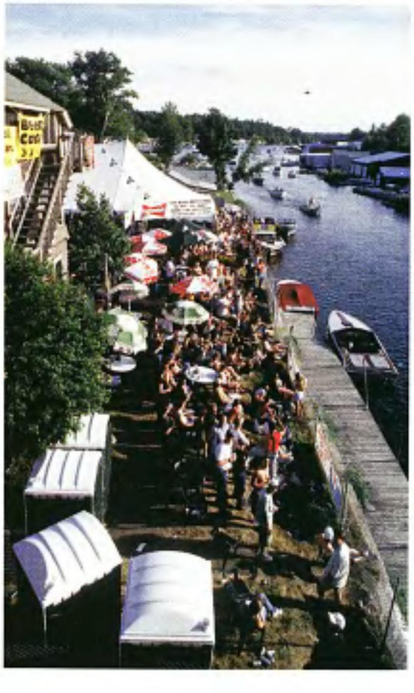
KENTUCKY

July 17-20—11th Annual Little Sturgis Rally and Races at the Union County Fairgrounds, Sturgis. Located in Western Kentucky, the Little Sturgis Rally isn't so little anymore; it's official, over 21,000 people attended in 2002. This year's rally features Big Mike Griffith as well as the Cottonmouth band. They'll also hold bike drags and a custom motorcycle show. For info call 270-333-9316; www.littlesturgisrally.net.

Aug. 22-24—Bluegrass Bash at Bullitt Co. Fairgrounds, Shepherdsville. The Bluegrass Bash is the Kentucky Motorcycle Association/KBA State Party. Live music, featuring local favorites, The Renegades and The Dallas Moore Band. There'll also be a bike show to showcase your scoot, an arm wrestling contest to show off your manliness, rodeo events, and the notorious dirt drags. You gotta be a member of a motorcyclist rights organization to attend. No kids, campfires or attitudes. For info call 800-68-CYCLE; www.kmakba.com.

LOUISIANA

May 2-4—5th Annual Louisiana Bike Expo in New Orleans. For 1003 the Bike Expo has been moved to the largest building of its kind, the Superdome. Their featured bike builder is the father and son duo from Orange County Choppers in New York, who recently appeared on the Discovery Channel show *American Chopper*. Also featured are Team Extreme Motorcycles Trials Demonstrations, Balls of Steel Stunts, Rhett Rotten's "Wall of Death", and the Purrfect Angelz Road Gear Fashion Show. There will be live bands and lots of other attractions... namely tons of motorcycles. Besides...it's N'awlens! For info call 877-991-7433; www.louisianabikeexpo.com.



MICHIGAN

Aug. 15-17—Easyriders Motorcycle Rodeo at the Fowlerville Fairgrounds in, of course, Fowlerville. See sidebar. For info call 800-962-9857; www.easyridersevents.com.

MISSISSIPPI

May 23-26—21st Annual Gulfport Blowout held throughout the Gulfport Dragway. The Asgard MC sponsors this drag race and party extravaganza and it is one of the most exciting events in the South. For info call 228-392-1801; www.harleyblowout.com.

NEVADA

May 23-26—2nd Annual Run-a-Mucca at Winnemucca. Big Air Extreme returns for three jumping exhibitions, and there will be an expanded bike show. Live music will fill every day, and Briefcase Full of Blues will rock the headliner

concert. Visit the local "ranches," and party in the red light district. One of the best kept secrets in the West, we've gone and blown the cover. Everybody knows we're blabbermouths.
For info call 775-623-5071 ext. 102; www.runamucca.com.

Sept. 11-14—Las Vegas BikeFest. The Fremont Street Experience, downtown Las Vegas. Custom bike shows, vendors, prizes and giveaways, big name entertainment. We're hearing good things about this event; the show has finally grown wings, as they say.
For info call 866-245-3337; www.lasvegasbikefest.com.

NEW HAMPSHIRE

June 7-15—80th Annual Laconia Bike Week. Laconia is the oldest bike rally in the country, and one of the big three rallies in the country. A must attend event for East Coast bikers, but if you don't already have a room, expect to camp. Nearly 375,000 people attended last year's rally. For info call 603-366-2000; www.laconiamcweek.com.

NEW MEXICO

May 23-26—20th Annual Red River Run. The Red River Run is another of those best-kept secret biker rendezvous. The sleepy little burg of Red River opens its doors to thousands of bikers for the Memorial Day weekend. Surrounded by the magnificent scenery of the "Enchanted Circle," high in the Sangre de Christo Mountains, the event is crowned with a road trip to the Vietnam Veterans Memorial Ceremony in nearby Angel Fire. For info call 800-348-6444; www.redrivernewmex.com.

NEW YORK

May 22-24—19th Annual AM-Jam. Sunshine Fairgrounds, Cobleskill. Billed as "a three-day, nonstop city of cycles," this event, held in the 100-year-old Fairgrounds, features games, live bands, a bike show, swap meet, fireworks, Wall of Death, and a tattoo contest. For info call 518-346-0521; www.am-jam.com.

June 2-7—Americade at Lake George. The world's largest multi-brand motorcycle touring rally, drawing nearly 50,000. For tourers, sport tourers and cruising motorcycles, Americade is a gathering of friendly, fun-loving folks, for whom motorcycling is a hobby. Certainly not the rowdiest group, but if you are serious about touring, this is the rally for you. For info call 518-798-7888; www.tourexpo.com.

July 4-6—Easyriders Motorcycle Rodeo at the Middletown Orange County Fairgounds. See sidebar. For info call 800-962-9857; www.easyridersevents.com.

NORTH CAROLINA

July 11-13—Easyriders Motorcycle Rodeo, Wilson County Fairgrounds in Wilson. See sidebar.
For info call 800-962-9857; www.easyridersevents.com.

OHIO

July 25-27—17th Annual Wetzelland Swap Meet and Party in Van Wert. It includes games, live music by big bands, a bike show, tattoo contest, camping, and swimming in Bar and Shield Lake. The party is for adults only, and people are drawn from across the United States and Canada as well as several foreign countries. For info call 419-587-3826; www.wetzelmc.com.

Aug. 28-Sept. 1—Easyriders Motorcycle Rodeo Grand Nationals at Ross County Fairgrounds in Chillicothe. See sidebar. For info call 800-962-9857; www.easyridersevents.com.

OREGON

June 20—22—11th Annual Iron Horse Rodeo. Held at beautiful Lake Selmac near Grant's Pass in a gorgeous wooded campground, the Iron Horse Rodeo is the perfect place for an event. The nighttime entertainment is handled by Broadway Phil and the Shouters, and the Craig Allen Blues Band. During the day the Seattle Cossacks Motorcycle Drill Team thrill the crowd with their famous stunts on antique Harleys.
For info call 541-479-1331; www.rogueweb.com/ironhorse.

PENNSYLVANIA

June 20-22—26th Annual ABATE State Party in Hazen. The hardworking folks at ABATE of Pennsylvania have to take some time off and let loose. Hazen is the excuse. You must be a member of a motorcycle rights organization or the guest of one to attend. For more info call 717-234-3777; www.abatepa.org.

July 25-27—Easyriders Motorcycle Rodeo, Butler Fairgrounds in Prospect. See sidebar. For info call 800-962-9857; www.easyridersevents.com.

SOUTH CAROLINA

May 9-18—Myrtle Beach Spring Rally, Myrtle Beach. More than 300,000 motorcyclists are expected to attend the Myrtle Beach Spring Rally. If you decide to attend you will find plenty of bars, sun and more dancing girls than you can shake yer stick at.. For info call 843-477-1366; www.myrtlebeachbikeweek.com.

SOUTH DAKOTA

Aug. 4-10—63rd Annual Sturgis Motorcycle Rally anchored in Sturgis. What can be said about the Sturgis Motorcycle Rally that hasn't already been said? Suffice it to say, it is the most famous Motorcycle Rally in the world. From the dazzling scenery of the Black Hills, to the wildest parties on the planet, Sturgis is

the best. For more info check out www.sturgismotorcyclerally.com , or visit the founders of the rally, the Jackpine Gypsies at www.jackpine-gypsies.com.

TEXAS

May 30-June 1—Republic of Texas Bike Rally at the Travis County Expo Center, Austin. The biggest biker rally in Texas; they say 40,000 bikers can't be wrong. Features a concert by Jerry Lee Lewis on Saturday night, the famous Friday night biker party in Austin, a bike show and biker games. You'll want to take a tour of Austin's hill country while you are there. There will be vendors and live music each day. For info call 972-866-8363; www.rotrally.com.

WASHINGTON

Sept. 28-Oyster Run to Anacortes. This is the largest motorcycle run in the Pacific Northwest. Riders converge on the fishing village of Anacortes for this terrific party. Great riding country along the way, plates piled high with of oysters, and washed down with multitudes of beers won't leave you disappointed. For info go to www.oysterrun.org.

WASHINGTON D.C.

May 25-26—Ride for Freedom-Rolling Thunder 16. Last year's event drew between 500,000 and 700,000 vets and supporters to the Vietnam Veteran's Memorial. Rides leave from as far away as California and are joined across the country. For complete schedule call 908-369-5439; www.rollingthunder1.com.

WISCONSIN

Aug. 28-31—Harley-Davidson's 100th Anniversary Party. The event to launch Harley-Davidson into the next 100 years will be held in Milwaukee's Veteran's Park on the shores of Lake Michigan. Get ready for one of the biggest birthday parties the world has ever seen. Rides leaving from four cities. For info see your dealer or www.harley-davidson.com.

That wraps up our *Easyriders* "Pick of the Parties" for the summer runs of 2003. If you don't see your favorite event listed here, there still may be some hope left for ya. For a complete list of all the biker parties on the planet—that we could find anyway—be sure to head to the newsstand and pick up the June issue of *Biker* magazine and look over the "Best Biker Parties." Until then, ride the wheels off that thing.

—Kit Maira

Easyriders Motorcycle Rodeo Tour 2003

It's hard to believe, but 2003 marks the 17th year for the Easyriders Rodeo Tour. What a long strange trip it's been. From its humble beginnings in Ventura, California ,in 1987 the Easyriders Rodeos have thrilled hundreds of thousands of motorcyclists all around this beautiful country of ours. Experience the thrills and spills, the muck and the blood, there's nothing like the smell of gasoline and a choking cloud of dust to arouse you to your senses after you've partied with a few thousand of your closest compadres all night. When the 2003 Easyriders Motorcycle Rodeo Tour comes to a fairground near you — don't miss it!

- **July 4-6—Middletown Orange County Fairgounds.**
- **July 11-13—Wilson, Wilson County Fairgrounds.**
- **July 25-27—Prospect, Butler Fairgrounds.**
- **Aug. 15-17—Fowlerville, Fowlerville Fairgrounds.**
- **Aug. 28-Sept. 1—Grand Nationals, Chillicothe, Ross County Fairgrounds.**

For information on the tour see the back page of this magazine, call 800-962-9857, or visit www.easyridersevents.com.

Photos: ER Archives

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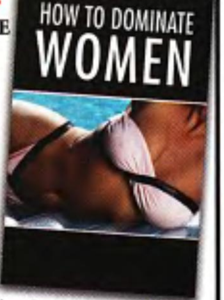

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"Who writes books like this? It's totally mean and manipulative" — Kelly, New York, New York

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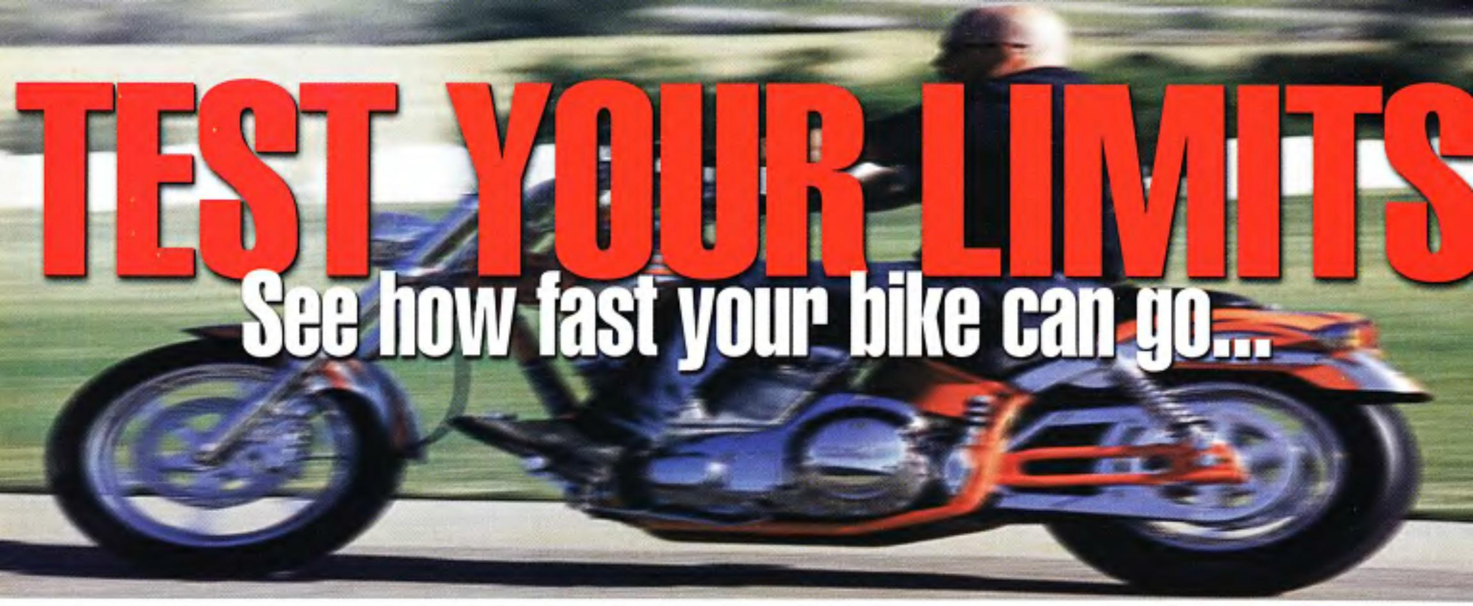

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

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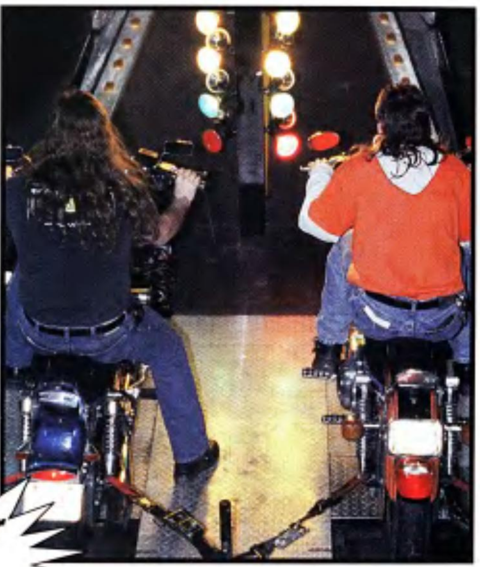

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

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Come see us! We'll be at these events:

2/1-2/3	V-Twin Expo - Cincinnati, OH	7/18-7/20	Overtuff Powersports - Springfield,IL
2/22	2nd Annual V-Twin Dyno-Drags - Ohio Expo Center, Columbus, OH	7/24-7/26	Honda Homecoming - Marysville, OH
2/28-3/9	Bike Week - Daytona Beach, FL	8/1-8/3	Gerencer H-D - Elkhart, IN
3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX	8/6/-8/10	Full Throttle Saloon - Sturgis, SD
3/28	Specialties Motorsports - Bluffton, SC	8/15-8/17	Las Vegas H-D - Las Vegas, NV
3/21-3/23	Charlotte Honda - Charlotte, NC	8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO	9/5-9/7	Loess Hills Rally - Council Bluff, IA
4/11-4/13	Las Vegas H-D - Las Vegas, NV	9/11-9/14	Delmarva Bike Week - Ocean City, MD
4/18-4/20	Open	9/19-9/21	Southern Tier H-D - Binghamton, NY
4/23-4/27	Laughlin River Run - Laughlin, NV	9/26-9/27	Sauk Prairie H-D - Sauk City, WI
5/3	American Eagle H-D - Corinth, TX	10/3-10/5	San Jose H-D - San Jose, CA
5/9-511	Bergen County H-D - Rochelle Park, NJ	10/11	Jim's H-D - St. Petersburg, FL
5/14-5/18	Spring Rally - Myrtle Beach, SC	10/15-1019	Biketoberfest - Daytona Beach, FL
5/23-5/25	Freedom Rally - Evanston, WY	10/24-10/26	Open
5/30-31/1	Doc's Harley-Davidson - Kirkwood, MO	10/31-11/2	Open
6/5-6/7	Milwaukee Rally - Milwaukee, WI	11/8	Stone Mountain H-D - Lilburn,GA
6/11-6/15	Bike Week - Laconia, NH	11/14-11/16	Open
6/20-6/22	Gutterridge H-D - Danville, IL	11/21-11/23	Open
6/27-6/28	Dave Stock H-D - Manitowoc, WI	11/29-12/1	Open
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN	12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
7/11-7/12	Roeder H-D - Monroeville, OH	12/7	Ft. Lauderdale Toy Run - Florida

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ReadersRides

Brian Trollope
Peoria, Illinois
1997 Sportster

By adding a silent "e" to his name, it seems Brian (or one of his forebears) has successfully and irrevocably managed to separate himself and his kin from the common trollop so frequently found shuffling aimlessly along. To demonstrate an even more remarkably evolutionary leap, Brian, or Mr. Trollope to his friends, shows us his beautiful Sportster, which he bought brand-new back in '97.

"Since then, this bike's been torn apart many times," he says, "and I've always done the re-assembly." This would include the Ness Legacy front end hooked up to the stock frame, the forward controls, those awesome Pythons emerging from the bowels of the ferocious 883 motor, which...hey, don't you be laughing! This baby was blown up to a whole 1,200 cee-cees and is invigorated with a set of Keith Black pistons behind the S&S carb; it undoubtedly kicks some major ass!

Helping Brian channel all this immense power into a straight line on the road and perched high above the Ness front fender are the drag bars, which are equipped with grips and mirrors from Ness. The stretched custom gas tank is also topped off with a Ness product, subtle yet in its own fashion very dominant: the gas cap.

While Brian surveys the world from his spiffy Bad Lander seat, the Catseye taillight underneath the Quick Bob rear fender never blinks, and just to make sure that Brian is visible at all times, a set of LED neon lights under the gas tank illuminates Brian's ride during romantic summer night outings.

During the day, of course, three sets of candy purple flames vie for the viewing public's attention. They were laid on by the inimitable Dan Dingerson, who also happens to be responsible for the fabrication. Brian's taken his bike to several local shows and so far has won four first places, a few seconds, and a couple of thirds.

So, what have we learned from all this? As any Dan will tell you, a silent "e" can make all the difference in how the world views a person. That, and a killer Sportster.

—Tripper

Photos: owner

ReadersRides

Clyde Hamill
Grand Terrace, California
1994 FLSTC

Sometimes it really is the simple things in life that give you the greatest pleasure. Like the first solid dump after a week's worth of dysentery, for example. Or, as in Clyde's case, detachable accessories for his motorcycle. "One of the things I like best about the bike is that I'm able to remove the saddlebags, windshield, and luggage rack for around town riding, and then re-install them for long trips," he tells us.

See? Some folks don't need tricked out motors and complicated trail-to-front-end-rake configurations and the like. It's the simple things that make them happy.

Clyde says he bought the bike new in '93, when it was still black. "I rode it for about two-and-a-half years before I started to make changes," he adds.

Let's take a closer look at some of the modifications Clyde has undertaken. Well, there's the...let's see now.... Okay, how about...nope. Aha! I knew it! He changed the cam. That's right, he's got a Crane 296-2 in there, and some Crane pushrods, too. And, of course, he chromed the shit outta the bike. Anybody can see that. And he had Mike Love repaint the thing. No, not the Beach Boy, this Mike Love's in Lake Havasu City, Arizona. And, yes, there's a Screamin' Eagle air cleaner, and H-D Duals.

"It took about a year to get everything done," Clyde says about his seemingly Sisyphean labors. "Now, the bike has about 50,000 miles on it, and my wife rides with me all the time. Our longest trip so far has been to Milwaukee for Harley's 95th. We've also made a trip to New Orleans and we go to the Four Corners Rally in Durango every year."

You know, when you modify your bike as heavily as Clyde seems to have done, it's really hard to determine just which modification has had the biggest impact on the performance of your bike. So it shouldn't come as a surprise that Clyde picks those simple things like his detachable accessories. They make those long trips Clyde and his lady take seem much more like...well, like sitting on your throne in comfort.

—Tripper

Photos: owner

Frank Theide
Westford, Massachusetts
2001 Dyna Wide Glide

Frank is extremely proud of his ride, and he has every reason to be. You see, Frank owns a veritable collector's item, and as is recommendable with any collector's item, you don't really want to change or modify it too much, so as not to detract from its collectability and inherent value. What am I talking about? Here, I'll let Frank tell you all about his rare ride. Pointing out that his is a "Limited Edition" Wide Glide, he says, "I own number 157 out of 200 that were made that year."

Not counting Frank, there's only 199 among you who can claim to own such a bike, and believe me, that's not a lot. In fact, percentage-wise, it's not even a blip on the radar screen of our expansive readership. But right now, we are counting Fred and not you.

Anyway, Frank goes on to tell us that when he bought his bike, it came with the color blue and some graphics, and a lot of extra chrome from the dealer.

"I have always dreamed of owning a Harley," Frank says. "I bought it on my vacation for my 57th birthday, on Memorial Day weekend."

Although nearing retirement age, Frank ostensibly felt his long forgotten youth surging back into his veins, and already two weeks later, on June 15 of the same year, "I rode to Laconia, New Hampshire, which was my first big ride."

During Laconia Bike Week, reports surfaced everywhere of an elderly gentleman with a new bike picking up young women left and right and leaving them exhausted by the wayside, but we haven't been able to verify if that was Frank or not.

Instead, let's just pay attention to what else Frank has done: He's added a Vance & Hines exhaust system, a set of passing lights, a Screamin' Eagle air cleaner kit, a fender rack, an inner primary cover, rear sprocket cover, brake covers, regulator cover, and a motor mount cover.

On second thought, maybe that wild gentleman was Frank. He seems to have a thing for getting things under covers

—Tripper

Photos: owner

ReadersRides

Jonathan D. Conant
Ft. Myers, Florida
1999 Special Construction

With some guys, getting them to tell the story behind their bikes is like pulling teeth, while others can't stop talking about how awesome their sleds are. Jonathan, for example, is still yakking, mostly to himself, so let's listen in on his sermon already in progress, shall we?

"...ordered a Paughco 38-degree wishbone frame with a 2-inch stretch, and a 10-inch-over springer. I took the frame to T.C., our local wizard with a welding torch..."

This is very interesting, don't you think?

"...a West Coast Cycles One Ton Ho rear fender..."

That reminds me, have you ever wondered why they call it a yeast infection?

"...cut the belt off and re-shaped it, and T.C. welded a 3/16-inch plate to the bottom of the fender for rigidity..."

Did you know they use yeast in beer?

"...ordered a brand-new 113-inch motor from S&S. The heads were sent to Greg Cope of Cope Racing Inc. Greg's a stand-up guy..."

Yeah, like the beer you're holding in your hand right now.

"...with the new cam and modified Super G, I got the heart I wanted..."

Oh, I'm sure it's not the same type of yeast.

"...get the power to the ground, I installed a Jims/Delkron 5-speed with a Primo 3-inch open belt and Tsubaki final drive..."

Although, that could be a cheap source for breweries.

"...how do we stick to the original clean plan? First, I had to replumb the oil bag so the lines would come out of the bottom in areas that differed from stock, as well as..."

And an employment alternative for some women.

"...Nology coils were an altogether different story: I wanted them gone from sight, so I went to a local custom frame welder and had him open the bottom of the gas tank and weld in a box..."

Just something to think about when the ol' lady bitches about you being broke again.

"...only the colors from my original scheme remained, being an Orion Silver base with Galaxy Grey flames on top..."

Looks like Jonathan's gonna keep going for a while. Let's take a quick break and rip open another brewskie, shall we? We'll be right back.... —*Tripper*

Photos: owner

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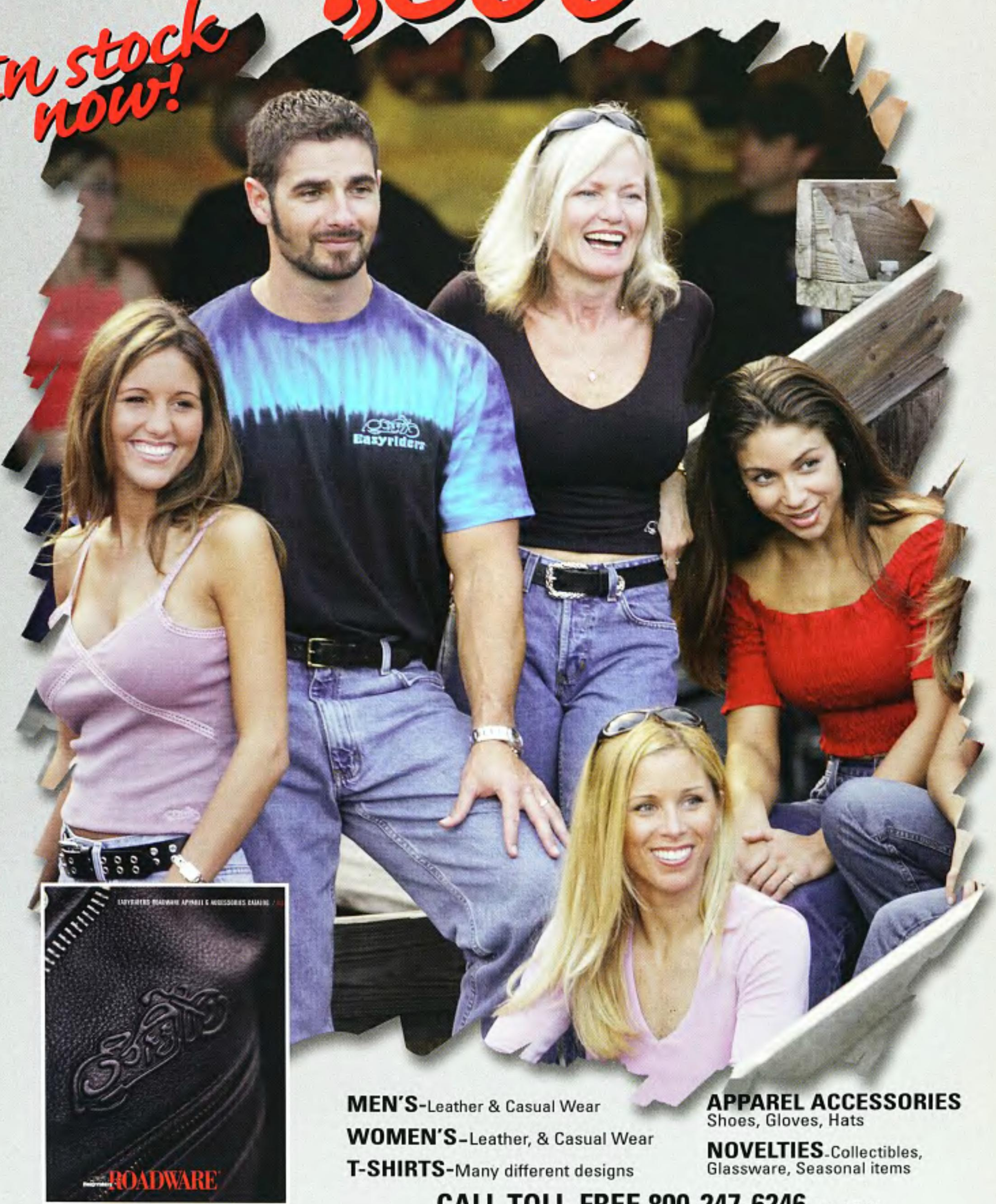

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Wild West Vigilante

NO, NOT A DAMN MOVIE SEQUEL

Saddle up, pard, we're gonna ride off into tomorrow, 'cept we're gonna do it today. At least it somehow feels like you're looking at the near future when you first glance at the Vigilante from Wild West Motor Company. No newcomer to building highly stylized customs, Wild West has been around for over seven years, engineering and refining their line of bikes, resulting in an exotic-looking factory custom that also handles well, considering the known limitations that come along with certain aspects of their design.

By that I'm making reference to the beefy 250 Avon tire that lurks in the rear, creating the dramatic footprint of the bike. Hung from a no-frills softail-type swingarm, the needed clearances for a tire this size can often mean an ill-handling machine. That is unless you use a right-side drive trans, as is the case with the Baker

5-speed that resides just in front of that huge tire. By eliminating the need for lots of driveline offset, and basically creating a counterbalancing effect by having the final drive spinning in the opposite direction of the primary drive, I was able to let go of the bars at cruising speed and the bike went straight as an arrow.

Did I mention that I ride through a lot of twisty canyon roads on my daily commute to the palatial *Easyriders* compound? Well, that happens to be the case and I was really curious as to how well this low-slung scooter was gonna fare. Much to my surprise the bike handled the tight, often off-camber twists and turns of Box Canyon really well, and offered far more lean angle than I thought was possible with such a low seating position, a benefit derived from the wide footprint of that 250 Avon and RSD trans. Believe me, at 21 inches off the deck, your butt is about as low as you'd ever want to be seated on a bike hauling ass through a canyon. The road rushes by, seemingly just inches away.

The low seat height is afforded by Wild West's unique oil-filled steel frame. The backbone and seat post tubes are bent from 2-inch O.D. tubing and serve as the oil reservoir. The oil circulates through steel braided lines and the oil-in-frame arrangement also offers a degree of cooling thanks to the air flow that surrounds the front downtube, a good thing since the capacity is limited to a mere 2.5 quarts. This design also offers some degree of vibration damping for the short-stroked 107-inch S&S mill.

While we're on the subject, Wild West takes the time to meticulously show polish each motor before computer balancing, then carefully assembling each of their motors. Running a 0.600 lift cam, the final results yield 105 ponies to the rear wheel, letting me boogie through the canyons with ease. I've always liked the quick revving 107s, and the Vigilante we tested got off the line in a hurry and cruised effortlessly on the freeway, although I found myself looking for that sixth gear at times.

There's a streetfighter look to the front of the bike thanks to the 54mm inverted forks, and when combined with the stout frame, makes for a very stable, predictable machine—even at speed. There was no need to worry about slowing the Vigilante down from these ticket-inducing speeds, though, thanks to the Performance Machine brakes that reside both front and rear; the show chromed 4-piston calipers work every bit as good as they look.

Looking almost hunched forward thanks to the graceful arch of the gas tank, the Vigilante looks like it's ready to leap forward and attack. The rear fender seemingly floats above the rear tire thanks to Wild West's Integrated Support Technology. The proprietary carbon fiber sandwich core construction of the fender makes it almost bulletproof. The complete package looks almost as exotic as some of the concept vehicles seen at auto shows, and like I said it's fun to ride.

For more info on the available options, click on www.wildwestmc.com or give Wild West a call at 858-513-9492 to find a dealer near you.

—Boxcar

General
Fabrication: ..Wild West Motor Co.
Year and make:......2003 Wild West
Model: ....Vigilante
Assembly:......Wild West Motor Co.
Time: ....pronto

Engine
Year: 2003
Builder:..Wild West Motor Co./S&S
Displacement:......107 cubic inches
Cam: 0.600
Intake:.........................S&S Super G
Exhaust: ....Vance & Hines

Transmission
Year:................Baker 5-speed RSD

Painting
Painter: ....Wild West Motor Co.
Color: ....candy apple red
Special paint:....................available through Wild West dealers

Frame
Year:.......................................2003
Type: ......hidden shock/oil in frame
Rake: .... degrees
Stretch: ....none
Shocks: ....Progressive w/adj. rebound

Accessories
Handlebars: 1 1/4-inch
Risers: ....built-in
Handlebar controls: ....chrome
Fenders: ....Wild West Motor Co.
Headlight: ......Wild West Motor Co.
Taillight: ....side mount
Speedo: ....VDO
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....4.0 gallons
Oil tank: ....2.5 quarts
Seat: ....leather
Mirrors:.......................................yup
Grips: ....JayBrake
Oil system: ....S&S

Front end
Type: ....54mm inverted

Wheels

Front
Wheel:..........Performance Machine
Size:...................................21-inch
Tire: ....Avon
Brake: ....Performance Machine

Rear
Wheel:..........Performance Machine
Size:...................................18-inch
Tire: ....Avon
Brake: ....Performance Machine
Photos: ....Ken Ross

"Naw, I've got it made at school. The teacher says it's not my fault I come from bad stock."

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Coming At Ya

The super star-spangled July issue of *Easyriders* (No. 361) is ablaze in patriotic putts from such master builders as Chica, Jerry Covington, Matt Hotch and Brian Klock. You'll find an old-school sled by Lucky's Choppers and we'll test ride Panzer's new scoot.

This is our Best Babes of 2002 issue, packed with prime T&A from last year's stable of flashy fillies. We'll ride to the Laughlin River Run and also check out the Blackburn Bike Fest in Iowa. Discover the intricate Chrome Fusion process at Sanjoy Engraving, meet a metal sculptor of moto masterpieces and learn how to insure your special custom bike.

In the tech shed we'll take a look at the latest frame design from Paul Yaffe and bring you a Dress Up Guide to give your ride plenty of sparkle. *On sale June 10th.*

The jumpin' June issue of *V-Twin* (No. 26) shows off 11 wild bike features including customs by Eddie Trotta, Cobra Engineering, John Butera and Surgical Steeds as well as all the newest products and accessories for your ride. Meet Canadian master builder Tom Langston of Rumble Customs, get a look behind the scenes at Xtreme Machine and Crane Cams and check out two great Guides, one to Summer Runs and another showcasing Summer Riding Gear.

We'll ride to Daytona for a soggy Bike Week, get a True Road Tale called Go West, Young Women, and learn about engine tuning from aftermarket industry leaders.

V-Twin now features more motorcycle news and tech info than ever before. All this and more in comin' in the June issue of *V-Twin* magazine. *On sale May 13th*

The June issue is slammin' ya with awesome Madison Sin Clair settin' atop Andy Carr's 1947 knucklehead. Of course you can count on this issue bein' chuck-full of entertainment: titties, beer, bikes ...you know. *On sale April 29.*

June's *In The Wind* (No. 113), is fat with photos by our readers. Are they Cycle Sluts or Brain Surgeons, you decide. Biker tattoos and unabashed babes in Barely Bathing Suits fill it up. Plus, see Easyriders' Rodeo (newsstand only). *On sale now*

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HUNDERBIKES, INC. MANUFACTURING COMPANY

Easyriders® Motorcycle Rodeo Tour 2003

FIREWORKS, FIREWORKS!

JULY 4, 5, 6, 2003
MIDDLETOWN, NEW YORK
ORANGE COUNTY FAIRGROUNDS
(I-84 to Hwy 17W, to Exit 120)

JULY 10 - 13, 2003
WILSON, NORTH CAROLINA
WILSON COUNTY FAIRGROUNDS
(I-264 to Hwy 301 South)

JULY 25, 26, 27, 2003
PROSPECT, PENNSYLVANIA
BUTLER FAIRGROUNDS
(On Rt 422, 8 Miles West of Butler)

AUGUST 15, 16, 17, 2003
FOWLERVILLE, MICHIGAN
FOWLERVILLE FAIRGROUNDS
(I-96 to Fowlerville Exit, go North to Grand River Rd.)

GRAND NATIONALS
AUGUST 27 - SEPTEMBER 1, 2003
CHILLICOTHE, OHIO
ROSS COUNTY FAIRGROUNDS
(Hwy 35 to Rt. 104 North)

Rodeo Action ★ Motorcycle Exhibits ★ Weekend Camping ★
Live Music ★ Ride-In Bike Show ★ Trophy Girl Contest ★
Food & Beer on Sale ★ Barstool Races ★

For More Information: (800) 962-9857, www.easyridersevents.com
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